THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

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THE IRISH FREE STATE

"WE WILL SIGN: IT IS PEACE." These six words, addrest to Lloyd George, Prime Minister of Great Britain, by Arthur Griffith, head of the Sinn Fein delegation, marked the climax of Ireland's seven-hundred-year struggle for freedom. Nor was the drama of the moment lessened by the fact that they were spoken in that same room at No. 10 Downing Street in which was signed nearly 140 years ago the treaty sealing the freedom of the United States. It is widely asserted, moreover, that this later treaty, signed by the British and Sinn Fein delegates in the early morning hours of December 6 will do much to eliminate a feeling of hostility toward England that has persisted with some sections of our population since the War of Independence. Opposition to the terms of the agreement was immediately announced by Eamon de Valera, who was proclaimed President of the "Republic of Ireland" in 1919. These terms, he declares, "are in violent conflict with the wishes of the majority of this nation as exprest freely in elections during the past three years."

"It has been said that the Irish question is as much an American as a British affair," remarks the Portland *Oregonian*, "since the United States has 14,000,000 people of Irish blood, while only 4,500,000 Irish are in Ireland." "The removal of friction between Ireland and England will remove sources of political friction in this country," believes the St. Louis *Globe-Democrat*, which goes on to say:

"The Irish question will cease to be a disturbing element in our domestic and foreign relations. 'Twisting the lion's tail' will no longer appeal to the Irish vote. On the contrary, the interests of Ireland as a sovereign state within the British Empire will compel it to resent unjustifiable attacks upon the integrity of the Empire, and the Irish in America will have no sympathy for such attacks. With that great obstacle to friendship removed, the way is opened for a continuous Anglo-American accord, and a cooperation for the maintenance of peace and justice that should be of inestimable benefit to the world."

The Irish agreement as signed by the delegates is in the form of "a treaty between Great Britain and Ireland," consisting of eighteen articles. It gives Ireland the title of the Irish Free State, with virtually the same constitutional status as Canada, Australia, New Zealand and South Africa. The treaty does not require Ulster's assent to make it effective, but Ulster is given the option of withdrawing within one month of the passing of the act that will confirm the treaty. The Sinn Fein delegates made concessions in the question of an Irish Republic, and a compromise was reached regarding allegiance to the Crown. The oath which the members of the Irish Parliament would take under the agreement reads:

"I do solemnly swear true faith and allegiance to the Constitution of the Irish Free State as by law established, and that I will be faithful to his Majesty King George V. and his heirs and successors by law, in virtue of the common citizenship of Ireland with Great Britain and her adherence to and membership of the group of nations forming the British commonwealth of nations."

News that the delegates had reached this agreement was received with expressions of enthusiasm by friends of Ireland generally, altho here and there a doubting or critical voice was raised. King George declared himself "overjoyed at the splendid news," and celebrated it by releasing all political prisoners interned in Ireland. Pope Benedict sent messages of congratulation to both King George and Eamon de Valera. Cardinal Logue, Primate of Ireland, characterized the agreement as "a fair enough settlement," and the British delegates to the Washington Disarmament Conference are all quoted as rejoicing over the outcome. As a Washington correspondent of the New York *Herald* reports: "Every member of the British delegation seems convinced that the Irish agreement is an extremely important step in the general direction of universal peace and bound to have a beneficial effect on the developments of the Washington Conference." "It is a lesson in peace-making for all the world, and its happy termination comes auspiciously during our own Disarmament Conference and in this season of good-will," adds the Rev. John J. Wynn, editor of the "Catholic Encyclopedia."

On the other hand, Justice Daniel F. Cohalan, of the Friends of Irish Freedom, thinks that Ireland will not be satisfied with the agreement; and Diarmuid Lynch, of the same organization, regards what is offered as "an insult to the dead who died fighting for an independent Irish Republic." Judge Cohalan is quoted by the New York *World* as saying:

"Lloyd George has won the greatest diplomatic triumph of his career. He has braced up the tottering British Empire for

PRESIDENT HARDING'S APPEAL FOR STARVING RUSSIANS

While we are thinking of promoting the fortunes of our own people, I am sure there is room in the sympathetic thought of America for fellow human beings who are suffering and dying of starvation in Russia. A severe drought in the Valley of the Volga has plunged 15,000,000 people into grievous famine. Our voluntary agencies are exerting themselves to the utmost to save the lives of children in this area, but it is now evident that unless relief is afforded the loss of life will extend into many millions. America can not be deaf to such a call as that.—See page 59.

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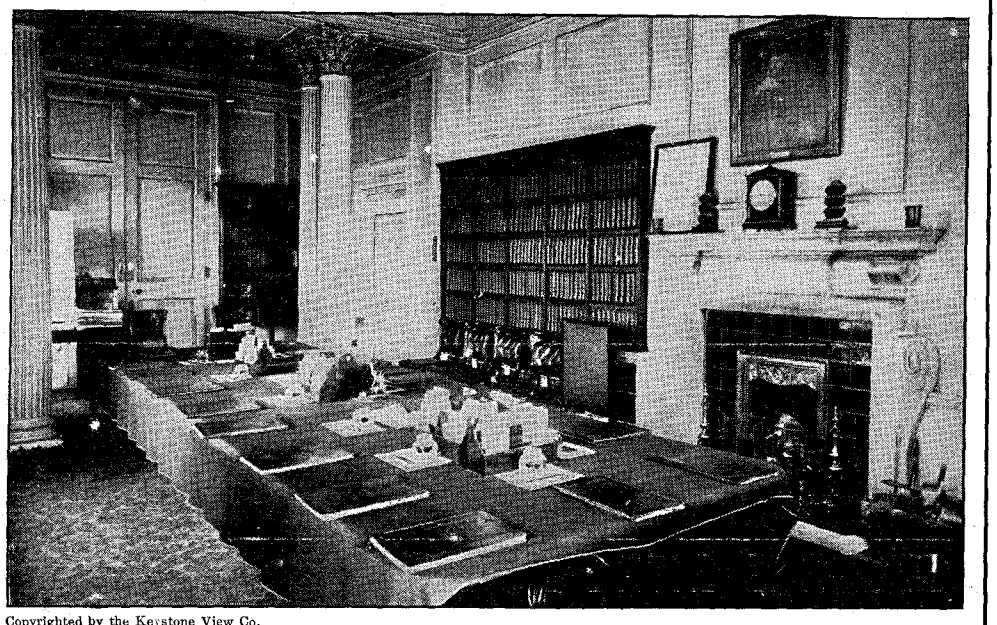
the moment by attaching to it an apparently satisfied Ireland. He hopes, largely as a consequence, as the London papers and their echoes here show, to proceed now to attach America similarly. He seeks through these actions to get for his country the breathing space she must have in order to survive.

"But his triumph is dexterous rather than solid. He has, it is true, kept the substance of power and given his inexperienced opponents only the shadow, but he has been compelled to recognize the essential right of the people of Ireland to determine their own form of government."



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WHERE AMERICA AND IRELAND BOTH FOUND FREEDOM.

In this council room at No. 10 Downing Street, nearly a hundred and forty years ago, we signed the treaty that confirmed the independence of the United States. Here also, at 2:30 A. M. on December 6, 1921, the Irish settlement was signed.

From Paris also comes the unfavorable comment of Sean O'Ceallaigh, President of the Irish Republican Parliament. As quoted by a Paris correspondent of the New York *Herald*, he says the agreement still holds Ireland a vassal to the British, because laws must be submitted to the Governor-General for ratification, as in the case of Canada. "Altho in Canada's case this is a pure formality, as the laws are invariably ratified by the mother Government," he said, "there is a principle of vassaldom created which cannot coincide with our desire for absolute independence." In London, virtually the only paper that does not welcome the settlement is the *Morning Post*, which explains the terms on the theory that "a tired government is trying to administer the affairs of a tired people, which would sacrifice nearly everything for peace and quiet." This same Tory paper quotes Lord Carson, former Ulster leader, as saying: "I never thought I should live to see a day of such abject humiliation for Great Britain."

Turning again to American journals, we find the Sinn Fein *Irish Press* of Philadelphia, hailing the agreement as the "triumph of the Irish Republic." We read:

"Many people will say the name Republic has been dropt. No such thing has happened. Ireland is to be a Gaelic not an English nation, and at the first sittings of Dail Eireann the Gaelic name for the recreated nation was adopted. That name is 'Saor-stat'—pronounced *seer-stath*. If England prefers the correct English translation of the Gaelic term, which is Free State, instead of the Latin word Republic, Ireland should be quite happy that England has made such a choice. . . .

"Putting aside all meaningless phrases, if the treaty made is approved and carried into effect, Ireland again becomes an independent sovereign nation among the nations. The English army of invasion and occupation betakes itself forever from the shores of Ireland, and may God be as merciful to its sponsors as Ireland will be forgiving for the centuries of wrong she has suffered at England's hands once she is again master in her own house.

"The army of [illegible]d will take possession of the strongholds held by the Brit[illegible] for centuries. The Irish flag will soon be seen on every sea, a menace to no nation or people, seeking only the right of fair trading with the world and bringing peace and good-will wherever it appears. May its folds never be stained in the pursuit of empire. Let every Irish heart be lifted up to his Maker in gratitude for this approaching blessing which apparently He has willed to bestow. May no treachery of Ireland's ancient enemy or lack of caution by Ireland's friends longer prevent the realization of Ireland's absolute freedom."

The Kansas City *Star* hails the Irish settlement as "something for the whole English-speaking world to rejoice over." On all sides tribute is paid to the political and diplomatic genius of Lloyd George, and to the breadth and ability of the Irish negotiators. Credit must also be given, points out the Baltimore *Sun*, "to the zealous and intelligent efforts of liberal and labor forces in Great Britain." The outcome was due to the fact that concessions were made on both sides, notes the Columbus *Ohio State Journal;* and the Boston *Transcript* remarks that "when all is said and done the agreement is seen to represent mutual sacrifice, mutual tolerance, and a mutual abhorrence of strife and bloodshed."

Now that the Irish have their Free State, what will they do with their state of freedom? What will the results be in politics, in economic and cultural development? The first task that confronts Free Ireland, says the New York *Evening Post*, answering some of the questions which Americans, Englishmen and Irishmen are asking, "is to make herself a united Ireland." The most convincing proof Irishmen can give of their ability to govern themselves "is to win Ulster's acquiescence in a government of Ireland by Irishmen." "Ireland's immediate concern

AT LAST!

—Kirby in the New York *World*.

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is the wooing of Ulster." In case Ulster is willing to begin negotiations with Dublin, we are reminded, "the terms of the settlement provide for a broad charter of guaranties for Ulster, guaranties with regard to patronage, finance, trade policy, local militia, minority rights, and above all the free exercise of religion and all its implications. In the face of such safeguards, in the face of pressure from overwhelming British public opinion, in

HOPING TO GET THEM TO LIE DOWN TOGETHER.
—Reid in the New York *Evening Mail.*

the face of economic forces that work for unity in Ireland, the Ulster temper must be rockribbed indeed if it clings to a policy of isolation." True, with all the racial, religious, economic, and cultural points of difference the problem of joining the North and the South not again to be put asunder is far from a simple one, yet *The Evening Post* is confident that it will be solved.

Here an Ulster man, a manufacturer from Belfast, who writes in one of a series of articles by Irishmen in a recent special number of *The Survey* (N. Y.), agrees that "it is only by winning the confidence of the northern government that ultimate fusion can be achieved." He continues:

"It would seem evident that if Dail Eireann can rule its own part of Ireland economically and well, if it can foster trade and agriculture, and administer the law fairly between man and man, if it can show that it has no bitterness against those of alien blood and different faith, then it can, by the mere spectacle of its success, force Ulster to ask for the privilege of sharing the benefits of such rule. But until these benefits are proved and seen, Ulstermen will not give up what they possess; they will not embrace a change which may risk the whole fabric of their commercial achievements. The northerners are weary of the age-long conflict, but their desire for peace will not make them betray their native caution.

"A few years' waiting is but a little thing in the long and troubled history of Ireland. The northeast corner must be won by conviction. It must have proved to it the capacity of Celtic Ireland to govern itself wisely and unselfishly. The suspicion which clouds the relations of the two peoples—suspicion which is the natural legacy of so many centuries of racial strife—can be removed only by the spectacle of the task of legislation and administration carried on successfully for a certain number of years. Could this suspicion be so removed, the miracle would be performed. Ulster would be reconciled and Ireland would be one."

That the leaders of the new Irish Dominion have in mind the necessity of winning over Ulster by such a policy as is here described, would seem to be evident from statements made by Arthur Griffith, head of the Irish delegation to the London conference. He says, as quoted in the press dispatches, that the Sinn Fein leaders would consult with Southern Unionists about giving the latter a full share of representation in both Chambers of the Irish Parliament. "We desire," he added, "the willing cooperation of the Unionists, in common with all other sections of the Irish nation in raising the structure and shaping the destiny of the Irish Free State."

Ireland, as several writers remark, will be more than a mere new political state. Mr. Dudley Field Malone, a well-known American of Irish ancestry, predicts that "in ten years Ireland will have the most modern and useful economic program in Europe, and Dublin will be recognized as one of the greatest cultural centers." In the issue of *The Survey*, already quoted, George W. Russell, the Irish publicist and writer, better known as "A. E.," tries to answer the question, "what will the Irish do with Ireland?" He thinks that an Irish government will foster a knowledge of the Gaelic language and literature. On the economic side he reminds us that Sir Horace Plunkett and his colleagues of the Irish Agricultural Organization Society have "cast a new economic generalization into the minds of the Irish people." About 130,000 Irish farmers, "and these the best," are now united in over a thousand cooperative associations.

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IT'S ONLY TAKEN ABOUT 750 YEARS, BUT IT SEEMS LONGER.
—Darling in the New York *Tribune.*

"These were originally started for some one particular purpose, such as butter-making, the purchase of requirements, or the sale of produce, but very soon these societies for special purposes began to change their character, to enlarge their objects, until they became what I might call general purpose societies." If this tendency goes on, and Mr. Russell expects it to, "we shall

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find rural Ireland in the next generation with endless rural communities, each covering an area of about four or five miles around the center of business, all buying together, manufacturing together, and marketing together, using their organization for social and educational as well as for business purposes. These again would be linked up by national federations, or groups of them would conspire together for enterprises too great for parish associations to undertake."

Also writing for *The Survey*, Mr. Erskine Childers predicts and declares that the new Irish Parliament will continue on the lines of the Dail Eireann with wide suffrage including women, proportional representation, two chambers of parliament and an executive directly dependent upon parliament. "The all-powerful weapon of finance, for the first time in Irish hands, will undoubtedly be used," thinks this Sinn Fein leader, "on the one hand to secure economy in the wasteful, administrative chaos that now exists, and on the other to plan with deliberate forethought the building up of the economic and cultural life of the country hitherto under the overpowering influence of England, on healthy independent lines." Finance, he continues, "will probably be used also to foster an Irish merchant marine now hardly existing, to further scientific industrial education, temperance, and the cooperative movement, and to raise the standard of living for labor. Education will be endowed with far greater funds, reformed, and made Irish as well as rationally efficient." Mr. Lionel Smith-Gordon, who is secretary of the Sinn Fein bank, believes that "an increase in tillage is one of the first conditions of prosperity in Ireland, and its promotion will be one of the first cares of the national government. Agriculture in itself is insufficient to maintain a self-contained country, but in such a country as Ireland the industry should grow out of agriculture." Chief among other possibilities of the economic future of Ireland which require expert handling are:

"The development of the water-power resources of the country and the utilization in a scientific manner of our vast reserves of peat. We have also various other natural resources which have so far been very little exploited, if at all. The seaweeds of the western coast are rich in potash, which is in constant demand for farming operations, as well as iodine and other by-products. The coal-fields which exist in various parts of the country are no doubt capable of development, altho difference of opinion exists as to their ultimate value. The same may be said of the mineral deposits, of which the most striking are probably those of the Avoca valley. Turning then to the manufactures which already exist, we find that while Belfast is the well-known center of the ship-building and linen industries, Dublin can hold its own in such lines as biscuits, matches, jams, sweets, cocoa and coffee, soaps, and a number of smaller products, while the whole world is familiar with the names of the celebrated brewers and distillers whose products bulk so largely in our export trade."

On the cultural side, James Stephens, the Irish author is inclined to predict that "Ireland will turn more and more completely from England and will cultivate the human relations she requires in quite other directions." In summing up the responses made by its Irish contributors to its questions as to what the Irish will do with Ireland, *The Survey* observes editorially that they all agree on one point:

"Build up a new Irish civilization. And the new civilization which Ireland is about to contribute to the world is a rural civilization. This is one of the most encouraging signs of the times—development of rural communities on a cooperative basis; each community to have so far as possible its own general store for supplies of common need; each community to manufacture what it can do advantageously with a common mill, creamery, bacon factory, electric plant, buying the commodities that can not be supplied at home, and selling its products; each community to establish schools, recreation halls and libraries, organize community pageants and games; each community to have its town council where common problems and new plans may be discust.

"Such community life will recreate anew the Gaelic genius. The stormy times have left the leaders little leisure to think out the details of an administrative scheme against the day when an Irish government will take hold of the destinies of the nation. Leisure is necessary for such thinking, and Ireland has been busy fighting and thinking in terms of war. But the constructive program has been forming in the minds of Ireland's leaders. Their common vision is to build up a nation by making each community rediscover its own soul."

The relations between the new Irish state and the British Crown shall be modeled on the existing relations between Canada and the Crown. The "Treaty Between Great Britain and Ireland" which brings peace to Ireland, adds one to the Dominions of the British Empire, and takes one unit out of the United Kingdom, contains eighteen articles which outline the relations between the two governments. The Irish Free State, it is specified, shall have the same status as the older Dominions, "with a parliament having powers to make laws for peace and order and good government in Ireland, and an executive responsible to that parliament." The Irish Free State assumes liability for its proportionate share of the British public debt. Until an arrangement is made for Ireland to share in her own defense the Imperial Forces are to defend the coasts of Ireland, but the Irish Government is responsible for the maintenance of vessels to protect revenues and fisheries. The British Government is to have certain specified harbor and other facilities in time of peace, and in time of war such facilities as are needed for purposes of defense. If the Irish Free State sets up a military defense force it "shall not exceed in size such proportion of the military establishments maintained in Great Britain as that which the population of Ireland bears to the population of Great Britain."

If Ulster does not decide to join, a commission is to be appointed to decide the boundaries between northern Ireland and the Irish Free State. Northern Ireland is to retain its powers under the Home Rule act of 1920, but the Parliament of the Irish Free State shall have jurisdiction over all of Ireland, including Ulster, in respect to those powers given by the new Treaty but not given by the Act of 1920. For the present, the Council of Ireland set up by the 1920 act will have its Southern members chosen by Parliament of the Irish Free State. If Ulster does not join, it is further provided that its representatives shall join with the provisional government of southern Ireland to discuss "(A) safeguards with regard to patronage in northern Ireland, (B) safeguards with regard to the collection of revenue in northern Ireland, (C) safeguards with regard to import and export duties affecting the trade and industry of northern Ireland, (D) safeguards for the minorities in northern Ireland, (E) settlement of financial relations between northern Ireland and the Irish Free State, and (F) establishment and powers of a local militia in northern Ireland and the relation of the defense forces of the Irish Free State and of northern Ireland respectively," the decisions of this conference to be binding. The whole of Article XVI, which deals with religious freedom, is worth quoting:

"Neither the Parliament of the Irish Free State nor the Parliament of northern Ireland shall make any law so as to either directly or indirectly endow any religion or prohibit or restrict the free exercise thereof or give any preference or impose any disability on the account of religious belief or religious status or affect prejudicially the right of any child to attend school receiving public money, without attending the religious instruction of the school, or make any discrimination as respects State aid between schools under the management of the different religious denominations, or divert from any religious denomination or any educational institution any of its property except for public utility purposes and on the payment of compensation."

Proper powers will be extended to members of a provisional government in Ireland "as soon as each member thereof shall have signified in writing his or her acceptance of this instrument." The treaty is to be ratified by the British and the southern Ireland parliaments. An annex to the treaty provides for regulation of air and cable communication, and air defense.

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TWO BILLIONS SAVED THE TAXPAYERS

A CASE "WHERE FIGURES ARE NOT DULL," as one editor puts it, appears in the new budget presented to Congress last week, which promises savings to the taxpayers that are regarded as little short of stupendous. In two years a load of more than $2,000,000,000 will be thrown off the Treasury. This most welcome relief in taxation may even be increased as a result of the Limitation of Armament Conference, for approximately two hundred millions is allowed in the budget for new naval tonnage that may not be required. At any rate, there will be a saving of half a billion dollars over the 1922 estimates, and of two billions over the 1921 expenditures. The New York *Tribune* thus summarizes the figures:

"The new Federal budget estimates receipts for 1922-'23 at $3,338,000,000 and expenditures (including reduction in the principal of the public debt) at $3,505,000,000. These figures exclude postal revenues and expenditures, which practically balance each other.

"The sweeping reductions in taxation and expenditure which have been under way since the Harding Administration came in are shown by comparisons with the receipts and disbursements of 1921-'22 and 1920-'21. In the year 1920-'21, ended June 30 last, receipts were $5,624,000,000 and outlay was $5,538,000,000. For 1921-'22 receipts are expected to reach $3,943,000,000 and expenditures $3,967,000,000. In the year 1922-'23, for which approximations are to be made at this session, the Director of the Budget Bureau anticipates receipts of $3,338,000,000 and expenditures of $3,505,000,000. The deficiency of $167,000,000 for 1922-'23 is to be met, however, not by taxation, but by a bookkeeping reform, which will make $100,000,000, now unnecessarily tied up in the naval supply account, available, and by additional economies in government operation.

"From 1921 to 1922 government expenditure has fallen $1,570,000,000. From 1921 to 1923 it will have fallen $2,032,000,000."

As the budget stands, the five larger items are for wars, past or future. Correspondingly, as the New York *Globe* observes, the reduction in the new budget is due to the tendency toward disarmament, the general lessening of war expenses, and the beginning of a period of falling prices. For instance, roughly, six hundred millions less will be spent by the War Department in 1922 than was expended in 1921, and the amount will be even smaller by twenty millions in 1923. Two hundred millions less will be spent by the Navy Department in 1922, whose 1923 expenditures will be even less by forty-seven millions. Similarly, savings are brought about in Shipping Board and Fleet Corporation expenditures, which are reduced fifty-seven millions in 1922 and eighty millions in 1923 over 1921 figures. Roughly, $393,000,000 less will be spent by the Railroad Administration than was expended in 1921.

"That Director Daws should have done so much in so short a time is truly amazing," thinks the Philadelphia *Inquirer*, yet, as the Brooklyn *Eagle* observes, "it is obvious that he played few, if any, favorites—he has hewed to the line, let the chips fall where they might, and he is entitled to a corresponding credit." The day of "log-rolling" for appropriations, whether in departments or in Congress, is over, several editors agree; department heads will be required to live within their incomes. There are to be no more haphazard appropriations; no more deficiency appropriations. As the New York *Evening Mail* speaks of the new era:

"This country will in future estimate what it needs to spend in any given year, raise enough money to spend just that amount, and see that the spending is accomplished with as much care as a great industrial corporation exercises. There will no longer be the independent spending of moneys by departments without reference to the general state of Uncle Sam's firm. A careful watch will be kept over the firm as a unit."

Likening the Federal Government to a business corporation, General Dawes points out the following faults, which, it is estimated, have wasted billions in taxes:

"The President of the corporation (the President of the United States) gave practically no attention to its ordinary routine business.

"The administrative Vice-Presidents (members of the Cabinet) were allowed to run their several departments as if each separate department was an independent authority in all matters of routine business.

"Because of a lack of any outlined business plan, no system existed for making purchases or in selling material along business lines under a unified policy.

"No balance sheet of the corporation as a whole was ever prepared.

"The Treasurer kept no accurate account of the contingent obligations of the various Federal departments, thus resulting in money being drawn from him continually in excess of the estimated annual running expenses.

"The corporation, in effect, seldom reconsidered an unwise project entered into by any department.

"The administrative heads of the departments were selected as a rule with little reference to their business qualifications, and were compelled to rely largely upon the advice of subordinates wedded to the theory of the right of independent operation of the department."

The financial Boston *News Bureau* goes more into detail:

"Imagine a corporation where the president ignored routine business; where the vice-presidents had no contact; where departments had no coordination in operating, in buying or selling; where there was no effort at profit, and an assured levy on stockholders (taxes) to rely on; where balance sheets and inventories were lacking; where departments were told they could draw so much credit as they liked, but the treasurer never had more than the roughest estimate of what they would take; where they came to feel they must spend such totals, needed or

HIGH LIGHTS IN THE PRESIDENT'S MESSAGE

PRESIDENT HARDING first asks Congress in his message of December 6 to pass the pending bill giving the Executive power to fund and settle the "vast foreign loans growing out of our grant of war credits."

He explains that the harm which it would do to world trade justifies him in failing to give notice, as the Jones Act requires, "of the termination of all existing commercial treaties in order to admit of reduced duties on imports carried in American bottoms." But he limits the need of Congressional "tolerance of noncompliance" to "a very few weeks until a plan may be presented which contemplates no greater draft on the public Treasury and which, though yet too crude to offer it to-day, gives such promise of expanding our merchant marine that it will argue its own approval."

The President urges the early enactment of the pending "permanent" tariff bill. He also wishes a more flexible tariff policy and suggests that the President be given authority to modify customs duties "to meet conditions which the Congress may designate," acting, of course, upon the advice of the Tariff Commission. Mr. Harding realizes that there are differences of opinion over the "American valuation" plan, and suggests a provision in the tariff law, "authorizing proclaimed American valuation, under prescribed conditions, on any given list of articles imported."

"Something more than tariff protection is required by American agriculture," and in particular "every proper encouragement should be given to the cooperative marketing programs." Congress is asked to give earnest attention to the development of "a general policy of transportation, of distributed industry and of highway construction to encourage the spread of our population between city and country."

Labor's right to organize should be recognized, but certain "well defined principles of regulation and supervision" should be applied. To provide against strikes and lockouts a code of practise should be developed for dealing with industrial controversies and "it should be possible to set up judicial or quasi-judicial tribunals for the consideration and determination of all disputes which menace the public welfare."

Partly in order to provide homes for ex-soldiers, the President recommends government aid in reclaiming 20,000,000 acres of irrigable land and 79,000,000 acres of swamp and cut-over lands.

Finally, the President suggests a possible amendment to the Federal Constitution. He thinks "our tax problems, the tendency of wealth to seek non-taxable investment, and the menacing increase of public debt, federal, state and municipal, all justify a proposal to change the Constitution so as to end the issue of non-taxable bonds."

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not; where they resented executive control and made plans involving policy which belonged only to the executive.

"Only a rich Government could stand all that. And even that rich Government stops the folly none too soon for the stockholders' comfort."

"Before the Dawes plan can have its full effect, however," thinks the Boston *Globe*, "a financial revolution will be necessary in Washington, for Congress has always looked upon itself as the keeper of the public purse." "The great saving shown in the budget estimates are due to two separate but related forces," we are reminded by the Springfield *Republican*,—"to the President's constant pressure upon the various departments and miscellaneous bureaus to keep their expenses down to a diminishing minimum, and to the activities of the Bureau of the budget in expertly advising such reductions." General Dawes thus outlines the three principles on which the budget-making is based—

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A BAD CONDITION.

—McCutcheon in the Chicago *Tribune*.

"First—That the business organization of Government hereafter assumes that the minimum amount of money to be expended in any fiscal year is not of necessity the sum appropriated in advance by Congress, but the smallest amount upon which the business of the Government can be efficiently administered under the program outlined by Congress.

"Second—That there should not be in the minds of the business administrators of Government a too easy reliance upon the custom of deficiency appropriations.

"Third—That where Congress has directed the expenditure of certain sums for specific purposes, an Executive pressure will now be exerted for more efficient and economical administration in order to produce greater results from the given expenditure, and also, wherever possible, to complete the given project for a less amount than the total appropriated for the purpose."

"The budget," believes the New York *Globe*, "is bound to call the attention of the people in an effective way to the financial condition of the country, and make public opinion a factor of growing importance in agreements between the legislative and executive, and in the shaping of the national policy in general." Regarding the principles enumerated above, and in agreement with *The Globe*, the New York *Journal of Commerce* says:

"The merits of these principles are so evident as to command immediate assent, and it need only be said that both the President and the Director of the Budget will have the hearty support of the financial community in their effort to carry them into effect. The work that has been done on the budget would in ordinary times stand out as an achievement. It has been obscured by more immediate and more sensational factors. These should not prevent so important a piece of constructive work from receiving its due at the hands of the sober element of our citizenship."

The estimated cost of maintaining the Navy Department, the War Department, the United States Veterans' Bureau, and of paying pensions and meeting the interest on the public debt is given in the following table by the New York *Times:*

	1922	1923
War Department	$389,091,406	$369,902,107
Navy Department	478,850,000	431,754,000
Pensions	258,400,000	252,350,000
United States Veterans' Bureau	438,122,400	455,232,700
Interest on the public debt	976,000,000	975,000,000
Total	$2,540,463,806	$2,484,238,807

"With the addition of smaller expenditures, the true war total for 1923 is estimated at about $2,900,000,000—83 per cent. of the budget total—while Government costs other than military will be only $600,000,000," points out the New York *World*. Legislative expenses for 1923 are expected to be two millions less than they were in 1921; the State Department requires approximately two millions more; Treasury expenditures in 1921 were $476,352,192.21, whereas they are expected to be only $168,997,160 in 1923. And so on. All of which leads the New York *Evening Post* to inquire:

"How is it possible to cut half a billion dollars out of a budget which had already been cut to the bone? Economy accounts for it only in part. A larger part of the reduction is due to the deferring of expenditures. This is not a mere bookkeeping juggle; it represents a change in fiscal policy. Hitherto appropriations for a given year have borne no close relation to expenditures for that year. The appropriations have been intended to cover the obligations incurred, whether those obligations had to be met during the year or were spread over a series of years. In addition, there have been permanent and indefinite appropriations which required no annual action by Congress. The new policy is that Congress shall appropriate only money which is to be expended during the fiscal year.

"This policy is expected to reduce the sum finally spent, partly by putting an end to the practise by the departments of making expenditures in excess of the year's estimates, but chiefly by compelling an annual resurvey of projects which are under way. Instead of voting a continuing appropriation and then forgetting about it, Congress will annually reexamine the work authorized, preliminary to voting more money for it."

"The casual reader who stops when he learns that there is to be a reduction in expenditures of more than two billions will be imprest with the obvious economies of the Bureau of the Budget," notes the Cleveland *Plain-Dealer*—

"But any one who stops to analyze the comparative expenditures of the three years in question will observe that the saving is to be effected much less by the elimination of unnecessary employees and mistaken fiscal practises than by the termination of heavy expenses attributable directly to the war.

"If, for example, allowance is made in the estimates for the next fiscal year for reduced expenses of the War and Navy Departments, the Shipping Board and Emergency Fleet Corporation, and the termination of the Railroad Administration, there is very little left to show for the economies of the present method of budget-making over the old. But a careful reading of Director Dawes' report on the operation of the Budget Bureau for the first five months of its existence will convince the most skeptical that through the Bureau the Government is working in the right direction, and that through it a degree of business enterprise is going to be introduced into the activities of the Government that has not before been known.

"Incidentally, Dawes tells us that his term is of limited duration. It is to be hoped that before retiring he will have achieved a degree of success as the nation's first Budget Director no less than that which has marked his other undertakings."

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TO HELP GERMANY PAY UP

IF SHYLOCK HAD NEEDED THE MONEY, he might have been quite willing to take the ducats instead of the pound of flesh from Antonio's body. So to-day the Allied governments seem to be coming to the conclusion that a literal insistence on their treaty rights is less important than to keep Germany working steadily for their benefit. And the correspondents agree that the French and British Governments will soon join in accepting a "pay-as-you-can-without-bankruptcy" program for future German reparations payments. In so far as this involves what might be called a "moratorium," or debt holiday, it does not meet with the entire approval of our press. "There will not be and should not be, any moratorium" declares the Boston *News Bureau*, "that would let the Germans go scot free for a while longer, and free also meanwhile to tangle things up fiscally for themselves and for everybody else." Other American editors are far from being convinced that Germany is really on the verge of bankruptcy. The Columbus *Dispatch* believes that Germany could rapidly repair her own credit "by taking up the work of reparations payments with the same grip with which France met the indemnity assessed upon her in 1871." The Providence *Bulletin* comes back to the well-known fact that the war "left the economic resources of Germany virtually untouched." What Germany is facing, the New York *Times* explains, "is really not an economic bankruptcy, but simply a currency bankruptcy." The New York *Tribune* believes that if Germany is now given "a breathing space," she will turn up with a new set of excuses at the expiration of the period. The truth is, declares *The Tribune*, "that Germany has refused to levy taxes to meet the reparations payments. There has been no substantial subtraction from German wealth and conversion of the revenue into liquid forms of capital." On the other hand, *The American Banker*, taking up the moratorium in its broadest sense, to "include suspension of German indemnity payments and those due this country from the Allied nations," quotes with apparent approval the forcible statement of a New York brokerage house that "a five-year moratorium accompanied by the slogan, 'five years more to work like h—— and clean up our past débris and debts' should be effective." Indeed, "it might be a period of universal commercial activity and social betterment more pronounced than anything we have seen in many years."

Opinions in high financial and governmental circles differ widely about the justice and practicability of the reparations payment plan of May, 1921. Before quoting certain representative statements from these sources, it might be well to note the developments of recent weeks which have led to the press dispatches asserting that the Allies have agreed to help Germany to pay up, and to note precisely where Germany stands in this matter of payment. A clear outline of the reparations situation appears in a recent *Federal Reserve Bulletin*. Germany, it is noted, agreed last May to pay annually to the Allies 2,000,000,000 gold marks (a gold mark is worth nearly 25 cents), plus a sum equivalent to 26 per cent. of the value of German exports. It was agreed that these sums were to be paid in two series of quarterly instalments, i. e., five hundred million gold marks on each of the four dates, January 15, April 15, July 15 and October 15; and the export payments on February 15, May 15, August 15 and November 15. The reparations agreement does not state for how many years these payments must be made, since this depends upon the size of export trade. These payments are to redeem bonds to be delivered by Germany to the Allies to the total amount of 132,000,000,000 gold marks. Some of these bonds have been delivered to the Allies, and others are to be delivered later. None of them as yet have been issued to the public, but when issued Germany will be responsible for the interest on them. Counting the payment of a billion marks last May, and earlier payments, more than five and a half billion gold marks have now been paid on reparations which must be subtracted from the total sum due the Allies. The sum due on November 15 has been met by payments in goods. The coming payments will be partly met by coal deliveries and by the Wiesbaden agreement, signed October 6, under which Germany pays France in goods for the reconstruction of the devastated regions. It might be stated here that the Reparations Commission has insisted on the payment of the January and February sums, and that the German Government has agreed to pay, altho it is asserted that three-fourths of the money will have to be borrowed abroad.

All through the autumn press correspondents have reported that Germany has been enjoying great prosperity, based partly

THEY ARE ALL ON THE SAME ROPE.

—Morris for the George Matthew Adams Service.

on industrial activity, partly on the fall of the mark, which leads every one to try to get rid of his paper money for goods and securities. This boom has been punctuated by Bourse panics and bank failures, and several observers predict a complete collapse by spring. According to Federal Reserve Board figures, German paper note circulation has grown from 2,600,000,000 marks in 1913, to 84,000,000,000 during last summer. In the meanwhile the gold reserve to back this currency has actually decreased, so that the ratio of gold to paper has dropped from 55.8 per cent. to 1.3 per cent. Financial authorities estimate that by the end of the year German note circulation will have reached the one hundred billion mark, and in the meantime the mark has dropped to an exchange value of about half a cent.

In November, the Reparations Commission told the German Government that the January and February payments would be expected on time, and that Germany must be more business-like, lay heavier taxes, and make its revenues equal expenses. A new tax program has been laid before the Reichstag involving heavy levies on corporate incomes, profits and property. But it is explained that these taxes will not produce their maximum before 1923 or 1934, and that while the Reichstag has been talking about them the fall of the mark with the consequent rise in prices has rendered the budget quite out of date. While

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German officials protest that they can not pay, German business men like Hugo Stinnes and Walter Rathenau have been making mysterious visits to London. Correspondents hear remarkable stories of plans for paying reparations by handing over the German Government railroads to private control and by developing Russia, Mesopotamia and other backward regions by German workers under international supervision. Talk of a moratorium or an international loan to Germany has been appearing almost daily in the dispatches for several weeks. The plan is naturally popular in Germany and has considerable favor in Great Britain. France, say the correspondents, would prefer to let Germany go bankrupt and then arrange for an Allied receivership. Last week's dispatches told that the French Government was willing to consider a method of helping Germany out which would be based on currency deflation and larger taxation in Germany. A plan worked out by the Reparations Commission and reported in press dispatches of December 6 calls for the abandonment of the hard-and-fast-payment schedule for perhaps five years. During this time the Allies are to guarantee a series of long-term German loans, the greater part of the proceeds to be applied on the reparations account. The Allies under this plan would supervise the German budget and try to prevent Germans from investing heavily in other countries than their own, and thus avoiding taxation.

HIDDEN TREASURE.

LLOYD GEORGE AND BRIAND: "Of course, it may be all you've got, Fritz, but we mean to go a little deeper into the matter."
—*Reynolds's Newspaper* (London).

The Germans, of course, try to emphasize the financial straits of their country. Herr Stresseman, a political leader, says: "Unless America coerces the Entente Powers to recognize a moratorium which will give Germany a chance to breathe, I see a terrific crash." We read similarly in *Vorwaerts:* "If the German mark reaches the level of the Austrian crown, then it will wreck the economic system of Germany and that of the rest of the world with the force of a terrible explosion." The banker, Von Gwinner, asks for "a breathing space." Then, he says, "let the best heads of all countries sit round a table and see what can be done."

The central difficulty, as *The Wall Street Journal* points out, is that "if Germany is not required to pay, she is not making reparations justly due, while insistence upon payment," at least so the Germans say, "may result in bankruptcy to Germany and disruption to the trade of other countries." That trade is already being "disrupted" by the German reparations situation is shown by a recent statement from Professor Blondel, the French economist. Because of the new German competition French warehouses are to-day "overstocked with manufactured goods, tools, textiles and machinery, for which there is no market and which had been turned out for English consumption which the Germans are now supplying."

The fall of the mark is variously accounted for. Mr. Kiddy, the British financial expert, in one of his letters to the New York *Evening Post* says it is due partly to the reparations payments, partly to "watering of currency," and partly to speculation. Our own Federal Reserve Board thinks the drop in the mark has been to a large extent "the outcome of the inflation policy of the German Government and the inflation policy in turn is due in part at least to the terms of the reparations agreement." Germany's diplomatic representative at Washington declares the depreciation is due to the enforced payment of reparations in gold francs. Many Allied economists, however, the New York *Journal of Commerce* notes, "maintain that the depreciation of the mark has been artifically brought about by the machination and trickery of German financiers. They point out that Germany is much more prosperous in comparison with other European countries and that, while there is a great contrast between the extreme of wealth and poverty in Germany, speculators are making millions and nearly every one is at work, even if at low wages."

In a careful estimate of Germany's ability to pay, Mr. Charles H. Grasty writes to the New York *Times* from Paris that Germany has a distinct advantage because "first she has all her splendid pre-war plants untouched by devastation or depreciation; second, and more important still, all the labor, whether manual or mental, in the country, has been disciplined and obedient." The latter "was one of the good things that Kaiserism left behind." There is now evident, however, a slow but sure decline in efficiency, due to new ideas of individual rights, the increased power of the unions, and the comparative weakness of the government. Touching on the hints of bankruptcy and a "smash," Mr. Grasty observes in conclusion that "with all the difficulties now facing Germany, that country will still compare favorably in potential solvency with any other in Europe, and men with a real stake in such a handsome estate—and it happens that this class of which Hugo Stinnes is the chief, has a considerable influence at present—are not likely to yield immediately to counsels of desperation."

Several American financial writers point out that much hinges on the German people's "will to pay," and the monthly letter of the Alexander Hamilton Institute calls attention to the fact that to-day "the German business interests lack the patriotic support for their Government which the French displayed in 1871."

It seems to Mr. De Sanchez of the French Commission in the United States that public sentiment in Germany is alining itself to aid reparations payments, that Germany is "beginning to realize, dimly at least, that she can only regain the good-will of the world by making good in a measure of her utmost capacity the damage she did." Another French expert on economics emphasizes rather the ability of the Allies to force German payments by compelling fiscal and financial reforms and the repatriation of German capitalists' foreign holdings.

To conclude with a quotation from an English authority, we may note Mr. J. A. Hobson's remarks in *The Nation* (New York), about the tariff and other barriers that the Allies have put up against German goods, which would almost persuade one to think "that the Allied governments wished to receive from Germany the least possible amount of reparation." This English economist would cancel all the injurious economic clauses of the Versailles Treaty, would remove all restrictions on German trade, would give Germany positive assistance in putting its industry and finance upon a sound basis, and calls for the appointment of a neutral commission to fix a new reparations figure which Germany can afford to pay within a generation and which "the Allies can afford to receive without injurious reaction upon their economic system."

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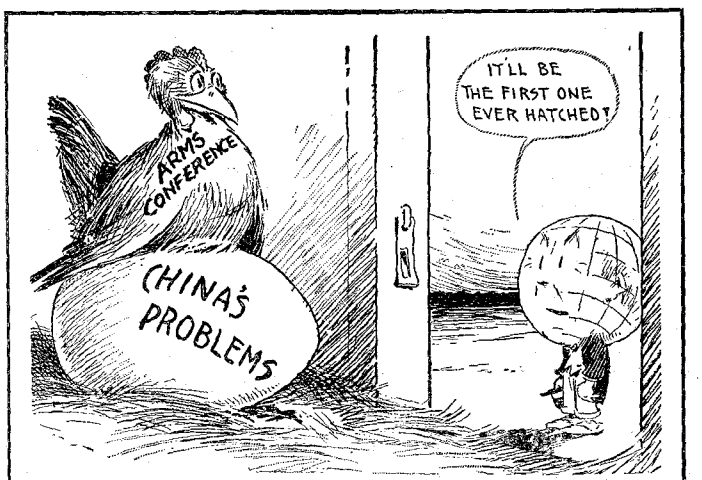
WHAT CHINA WANTS

LIKE THE SUICIDE OF PROTEST, still in vogue in China, the Secretary of the Chinese Delegation at the Arms Conference resigns in protest against "conditions that have arisen in the Conference," and declares flatly that "governments and vested interests oppose the liberation and regeneration of China, and her rehabilitation as a sovereign nation." Immediately after the secretary's action came the resignation of China's chief military adviser, her chief financial adviser, and her chief naval adviser and assistant director of customs. In fact, the Chinese question now holds the center of the stage at the Washington Conference. Once the most enlightened and prosperous country in the world, China, in the words of the Cincinnati *Enquirer*, "is now the world's bone of contention." The United States, Great Britain, France, Japan, and four other nations recently subscribed to the principles outlined in the Root resolution, thus declaring their intention to respect the sovereignty, independence and integrity of China; to provide it with an opportunity to develop a stable Government; to maintain equal trade opportunities for all countries, and to refrain from seeking special privileges which would abridge the rights of citizens of friendly States. "But China has heard all this before," notes the Newark *News*. True, "if the eight Powers actually respect the sovereignty of China, and so forth, the Conference will have removed once and for all the greatest obstacle to lasting peace that remains," declares the Brooklyn *Eagle*, and "interpreted in a liberal spirit, the Root resolution would go far to solve the Chinese problem," agrees the Springfield *Republican*. Many editors, in fact, hail the adoption of the Root resolution as a "Magna Carta for China," but, we are reminded by the Boston *Herald*, "these principles are merely 'general principles' upon which to proceed in the adjustment of details." Furthermore, asserts Charles Merz in the New York *World*, "only the Pollyanna section of the press believes that China has gained a victory." "Much of this talk of great gains for China is for consumption in China," observes the New Haven *Journal-Courier*. "Before the ink was dry on the Root proposals," points out the Norfolk *Virginian-Pilot*, "some of the parties subscribing to them in principle were in sharp disagreement as to their import in practise."



THAT CHINA EGG.

—Brown in the Chicago *Daily News*.

"What China wants," notes the Sacramento *Bee*, "is nothing more than the right of self-determination, a right which can not be denied a country with 400,000,000 people." As the Washington *Post* puts it: "China has two cardinal needs—First, a guaranty against further encroachments by an agreement among the Powers assembled at Washington; and second, an opportunity to recover the ground lost by previous encroachments on the part of the Powers."

"The sort of sovereignty which China now has is a mockery," maintains the New York *Evening Mail*. Perhaps the Republic's chief complaint is that it is not allowed to fix its own tariffs, and that while these are set at 5 per cent., they have in reality, according to the Chinese delegates, dwindled to 3½ per cent.—a totally inadequate amount for carrying on the Government. What China wants is to have the privilege, or, as the *Evening Mail* remarks, "to exercise the inalienable right of setting up such a tariff as will help to build up her own industries." At present this impost duty yields about $40,000,000 yearly; China would like to double it. And, as the New York *World* remarks:

"The arguments of Mr. Wellington Koo for the restoration to China of the power to fix her own tariff can not be ignored by the Committee on Pacific and Far Eastern Questions, or by the Conference itself, unless the talk about Chinese integrity and the Chinese nation is simple hypocrisy. There can be no such thing as Chinese sovereignty while the tariffs of China are regulated for her by other Powers; there can be no such thing as a solid and responsible Chinese Government until there is a Government in China that controls its own income."

"China's revenues are so completely shackled by foreign treaties and agreements as to prevent that country going forward upon any financial domestic program," avers the Washington correspondent of the New York *Times*. "Her loss from restrictions of various kinds amount to about $300,000,000 yearly," we are told, "yet the revenues could be increased with the greatest ease if the Powers would consent to the abrogation of the treaties." Customs receipts and railroad revenues, under the present agreements, are deposited in foreign banks, so that China banks gain little or nothing from this source of revenue. Then, too, says the *Times* correspondent, "all revenue from the salt mines, aggregating perhaps $45,000,000 gold annually, is placed in foreign banks."

China also wants extraterritorial rights in that country abolished. Extraterritoriality, we are told, means the immunity of the foreigner from Chinese law, and his right to trial by a foreign court and under foreign law. This, says a Chinese delegate, "infringes on China's sovereign rights, and produces confusion in the courts." The Chinese delegation, therefore, asks that the Powers now represented in the Conference relinquish their extraterritorial rights in China at the end of a definite period.

Another infringement on China's territorial and administrative integrity, avers a delegate to the Conference, is the "evil of the foreign postal system." The Chinese charge that through these post-offices, particularly those controlled by Japanese, opium is smuggled into China and the "cream of the postal business skimmed." In Manchuria alone, say the Chinese, approximately 5,000 chests of opium are distributed through Japanese post-offices, China having no authority to inspect Japanese mail-sacks. The Japanese Government, they aver, reaps $20,000,000 a year in revenue from this source.

The exclusion of Shantung from the agenda of the Conference is a disappointment to the Chinese delegates; they would prefer to discuss the return of this Province to China in the open. At this writing Japan has agreed to waive all preferential rights with regard to foreign assistance, thus opening Shantung to the trade and investments of all nations. Japan has further restored the port of Tsingtao to the Chinese maritime customs, the New York *Tribune* informs us, but the railroad from the Shantung peninsula, which the New York *Times* considers the "core of the Shantung problem," remains under Japanese control. And control of the railroad, say the Chinese delegates, carries with it political control of the whole Province.

The maintenance of foreign troops in China is another sore

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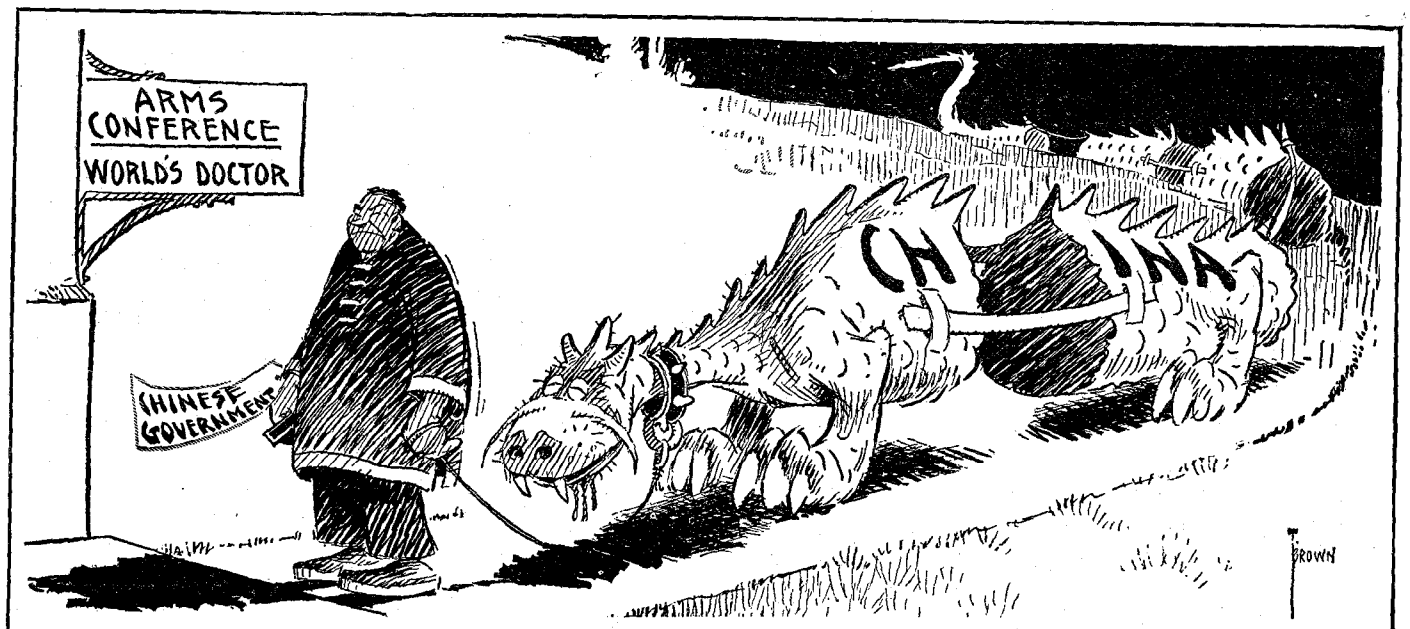

LOOKS LIKE A DIFFICULT CASE. —Brown in the Chicago *Daily News.*

point. As Frederick Palmer writes in the New York *Evening Post*, "Japan would have the open door of China guarded by a Japanese sentry." There are, moreover, said to be twenty-seven Japanese police agencies in China, which, the Chinese delegates contend, should be withdrawn.

China's railways, it is said, are the principal source of revenue, and it was because the consortium could be interpreted to give international control to China's railways, according to her ex-Minister of Finance, that China refused to accept it. United States officials, however, are hopeful that the consortium will be accepted by China, as one of the steps in the financial rehabilitation program, after some objections have been eliminated. The chief technical adviser of the Belgian delegation, who spent twenty years in China, and is one of the pioneer railroad builders in that country, has this to say regarding China's financial needs:

"No matter what is done for China by the Conference, she will remain under the tutelage of Japan unless she can obtain financial assistance of unprecedented magnitude from abroad to enable her to repay or make some new arrangements with regard to the loans she received from financial groups in Japan during the years of the World War."

Altho there is much sympathy in the American press for China's desire to control her own destinies, many editors declare that China's own impotence in dealing with internal questions almost places the Republic beyond hope for the time being. "The failure of the Canton and Peking governments to agree upon a delegation is the best proof of China's impotence," remarks the Brooklyn *Eagle*. "The country is torn by civil war, it has repudiated its obligations, its finances are utterly disrupted, and the Peking government, which the Washington delegation represents, has but a precarious hold." The French delegation, indeed, has asked the Chinese delegation with what authority they presume to speak for all China in disregard of the protests of the South China government at Canton, of which former Minister Wu Ting Fang is a leading member. It is this government, notes the Philadelphia *Record*, "which arraigns the Peking authorities for subservience to Japan."

"To treat China as wholly free to run her business her own way would doubtless evoke praise as a great act of international morality," remarks the Baltimore *News*, but, thinks the Norfolk *Virginian-Pilot*, "if China wishes to avoid foreign interference, she must first bring order into her own divided household." As for immunity to foreigners, "extraterritoriality obtains in China because of necessity," avers the Manchester *Union*.

The Baltimore *News* says of China's financial problems:

"The question of Chinese finance, which the Conference is now taking up, is infinitely complicated. Putting China on her feet will involve something more than raising the customs tariff.

"A strong financial administration will have to be secured in some way; if not by the Chinese, then with the aid and supervision of the other Powers. But if such an administration can be set up, the chances for future peace in the Pacific will have been vastly improved."

Then there are the existing rights which China has guaranteed to friendly Powers. Of these Powers and their concessions the St. Louis *Globe-Democrat* says:

"Superficially the right thing to do would be for all of them to get out of China and leave her to manage her own affairs. But that is not easy. It may not be entirely possible. Many millions of dollars have been invested in China by public or semipublic agencies in railroads and other developmental enterprises, and the disposition of these calls for consideration. Assuming the most sincere desire on the part of every government to give China the fullest control of her own affairs and her own resources, there are difficulties in the way of accomplishing this that may be immediately insurmountable."

Lastly, observes the New York *Journal of Commerce:*

"What are the facts of the case? As reported by disinterested observers on the spot, a month ago, it was, briefly, as follows: Chinese bankers had declared that they were drained dry by the requirements of Peking and that unless the Government could secure money to repay them, at least in part, there would be a grand financial collapse.

"Peking officialdom had seen the situation coming for many months, but with characteristic obstinacy refused to admit it, and tried to hide the Government's real distress and utter helplessness by playing politics with an assumption of power and assurance. And now Peking is penniless and resourceless; a number of payments on foreign loans are falling due, the Chinese banks are tottering, and the life of the Government itself is in imminent jeopardy.

"If the Powers were weak enough to allow Peking to collect the customs revenue and the proceeds of the salt tax, there would be immediate default on foreign loans and confessed national bankruptcy. Of the sources of national revenue which remain in Chinese hands, like the land tax, 80 per cent. is consumed in the cost of collection and in the personal pickings and stealings of the collectors, while Peking gets a steadily diminishing share of the remainder.

"It is an old story, and the only difference between the Republic and the Empire is that official graft is to-day more open, more impudent and less restrained than it was under the Manchus. Until a capable, honest and generally respected and acknowledged government can take hold of the finances of China, it is a mere waste of time to discuss questions of tariff 'autonomy.'"

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TOPICS IN BRIEF

SOMEONE forgot to put "vision" in tax revision.—*Wall Street Journal.*

IT was a great mistake to locate Ulster in Ireland.—*Columbia Record.*

"GERMANY Seeking Credit," says a headline. Credit for what? —*Dayton News.*

MARSHAL FOCH is for peace, but then he is a soldier, not a politician.—*Pittsburgh Dispatch.*

GERMANY, we read, denies Briand's charges. It looks as if they must be true.—*Hartford Courant.*

GERMANY gets almost cheerful over bankruptcy as reparation time draws near again.—*Dallas News.*

A CHRONIC victim of seasickness expresses the wish that berth-control were possible.—*Brooklyn Eagle.*

SOMEHOW the proposal to preserve the integrity of Russia is embarrassed by the common belief that she hasn't any.—*Dallas News.*

YELLOW perils and red perils and orange and green contests need not disturb a world that is determined to act white.—*Minneapolis Star.*

A HISTORIAN says that women ruled the world 2,500 years before the birth of Christ. They also have ruled it 1,921 years since.—*Charleston Gazette.*

HAVING pledged themselves to respect China's integrity, the powers should now pledge themselves to respect their own integrity.—*Norfolk Virginian-Pilot.*

"THE Story of Mankind" is the title of a new book. If it runs true to name and the censors do not stop its circulation, they will stand for anything.—*New York Morning Telegraph.*

THE Treasury department regularly sends out voluminous propaganda regarding the advantages of thrift and economy, but apparently Congress is not on their mailing list.—*Nashville Southern Lumberman.*

ANOTHER unequal tax is having to pay the same amount of salary to all kinds of Congressmen.—*Washington Post.*

SOME nations show a willingness to disarm if somebody will guarantee to lick their neighbors in case of trouble.—*Brooklyn Eagle.*

THE conviction of the rich that the poor are happy is no more foolish than the conviction of the poor that the rich are.—*Boston Post.*

LOCAL government progress reminds one of the sudden evolution of heating systems at home. First it was hot air and now it's hot water. — *Manila Bulletin.*

THEY have discovered an illicit distillery in one of the cells at Sing Sing. I always have been of the opinion those Sing Sing boys would bear watching. — *New York Morning Telegraph.*

A PHILADELPHIA economist says that "The consumer is king." And everybody knows in what portion of the anatomy the kings have been getting it during recent years. —*Nashville Southern Lumberman.*

CHINA has a number of friends with taking ways.—*Greenville Piedmont.*

APPARENTLY one good Conference deserves another.—*Philadelphia Evening Public Ledger.*

IT will also be necessary to scrap a few ambitions along with the fleets.—*Lansing Capital News.*

SLOWLY the German mark is approaching the value of Grover Cleveland Bergdoll.—*Detroit Journal.*

WHEN the bride promises to obey, she waives her rights; but it isn't a permanent waive.—*Lincoln Star.*

MOST of the football teams have now been put away for the winter in plaster casts.—*New York World.*

THAT loud noise you don't hear is Aristide Briand and Germany cheering each other.—*Nashville Tennessean.*

THE end of the stunt flyer is near, states a headline. The end of the stunt flyer always is near.—*Kansas City Star.*

WE often wondered whether the squad of fat reducers in New York ever tried eating in restaurants.—*Charleston Gazette.*

FRENCH statesmen insist that their army is necessary in order to preserve the mind of Germany from temptation.—*Washington Star.*

THAT Kansas hospital janitor who threw $5,000 worth of radium into the furnace probably thought it was cheaper than coal. —*Washington Post.*

HENRY'S great interest in the Muscle Shoals property may be due to the natural affinity between a shoal and a ford.—*Nashville Southern Lumberman.*

A FORMER cabinet minister says Germany is in entire sympathy with the Association of Nations idea. In other respects it seems to be a good plan.—*New York Morning Telegraph.*

THE finding of a headless body has caused the arrest of an American dentist. Our experience with dentists is that the head doesn't really come off; it just feels that way.—*Manila Bulletin.*

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SANTA CLAUS: "Say, Uncle Sam, why don't you leave some for me?"

— Morris for the George Matthew Adams Service.

ADVICE to nations about to open the door in the Far East: look for the catch. — *Norfolk Virginian-Pilot.*

"KING CONSTANTINE'S Hold Slipping," says a headline. That's what he gets for trying to stick to Greece.—*Charleston Gazette.*

"SCRAPPING battle-ships is all right," concedes W. P. H., "but why not destroy aeroplanes and thus reduce the overhead?"— *New York Tribune.*

THE Russian Soviet government has condemned a man to death for stealing a ton of leather. Lenine simply won't tolerate petty thievery.—*Seattle Times.*

MR. HUGHES suggested a naval ratio of 5–5–3. The Japanese statesmen didn't like it, and are scrapping for 10–10–7. A ratio that would suit us first-rate would be 0–0–0.— *New York Call.*

REDUCING the battle-ships and permitting the use of submarines is like making a law prohibiting citizens from carrying flintlock muskets while permitting the use of pocket pistols. — *Nashville Southern Lumberman.*

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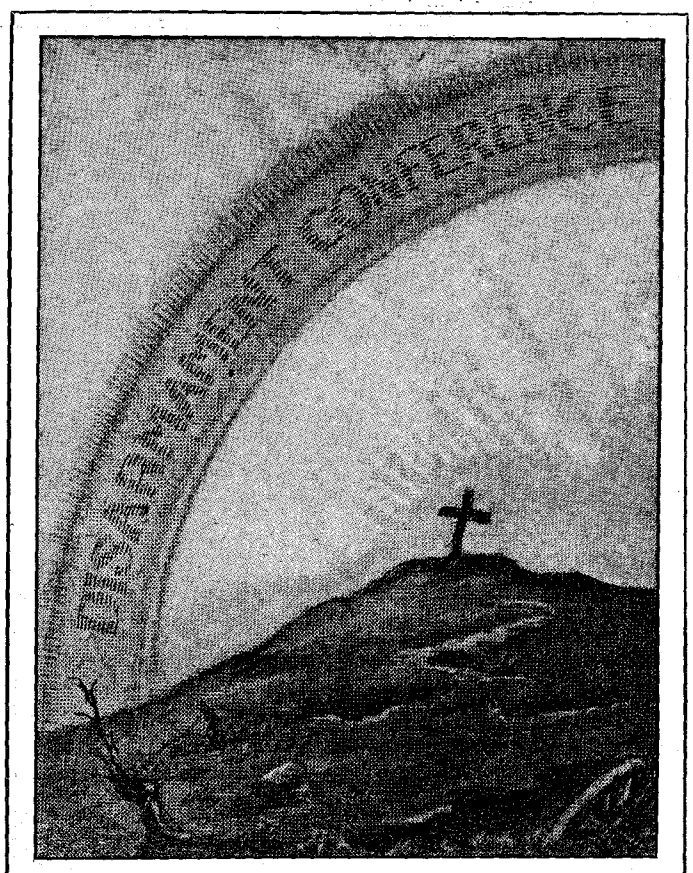
FOREIGN - COMMENT

SCRAPPING THE ANGLO-JAPANESE TREATY

ONE SURE RESULT of the Washington Conference, it is predicted in some quarters, is the scrapping of the Anglo-Japanese Alliance, and not as a theatrical stroke, but rather as a routine matter of business, because of its supersession by the projected agreement of America, Great Britain, Japan, and possibly France, to guarantee the integrity of China, and at the same time observe certain limitations of armament along the main lines proposed by Secretary Hughes. London dispatches advise us that England is giving "heart-felt but guarded acclaim" to these reports emanating from Washington correspondence, but while a Pacific understanding is warmly welcomed, the London *Evening Standard* points to the danger of excessive optimism before the projected treaty is ratified by the United States Senate and the Japan Government. Nevertheless it states in its news columns that consent of the British Government is assured, and it speaks editorially in these words:

"On the whole, we are inclined to believe that the courage and statesmanship of President Harding will have their reward, despite the stubborn American prejudice against any form of entanglement, and especially against entanglement with more than one Power. The British people can have only one feeling in regard to the enlargement of the treaty so as to include other interested Powers and get rid of the really frightful possibilities of danger and expense involved in their antagonism."



THE RAINBOW.

—*The Daily Express* (London).

On the other hand, press dispatches from Washington indicate that the agreement will take the form of "anything but a treaty" and one American correspondent says: "It might be a collective resolution. It might be a protocol, signed by the interested nations, but not technically a treaty that would go before parliaments for ratification. It might be an exchange of notes. It might be several other things."

Yet, although London dispatches concede that President Harding and his Secretary of State have not entered into any hard and fast undertaking, in the form of a treaty, which would have to be submitted to the Senate for ratification, it is held that this is the "logical eventuality." Lloyd George's newspaper, the London *Daily Chronicle*, observes:

"It is said, on what appears to be good authority, that President Harding has made up his mind to submit to the Senate a treaty of alliance for the defense of certain declared objects of policy in the Far East. The members of this alliance are to be Great Britain, the United States, Japan, and possibly, also, France, and it is said they are to guarantee each other's island possessions in the Far East against attack, besides guaranteeing the integrity of China as defined.

"That would be a way of scrapping the Japanese treaty very much to our liking, for it would substitute for it something bigger and better. No reasonable Englishman has ever regarded the Japanese treaty as an end in itself or as a perfect instrument, but only as better than no treaty at all or than a mere series of declarations with no sanction behind them.

"But a larger treaty with improved sanctions is a very different proposition, and if it be true that the President has brought himself to support it, one great cause of anxiety would be removed."

The Japan Foreign Office is reported in Tokio dispatches as disclaiming "official advices" on the subject of the new pact, but is quoted as inclined to "believe the plan is a possible one, and that such a solution would be welcomed throughout the world." Some Tokio newspapers regard the suggested entente as likely to prove the philosopher's stone for the happy solution of many difficult problems confronting the Conference. By the inclusion of France with Great Britain, Japan and the United States, it is argued, America would find less difficulty in entering the proposed association, while France thereby would be rescued from possible isolation. Great Britain and Japan, it is pointed out, would have nothing to complain of, since the fundamental object of the Anglo-Japanese Alliance would be attained, and given even greater authority through French participation. On the subject of the alliance the Tokio *Yomiuri* remarks:

"We have stated from time to time in the past that the object of the Anglo-Japanese Alliance has already been achieved and its treaty is nothing but a dead letter. Especially at this time, when it has been made clear that the alliance will not be applied to the United States in any and all cases, and when Russia and Germany, which were once constituted its objectives, have collapsed entirely, the alliance is of no use except as the reminder of its past usefulness and efficiency, as well as a chain linking the peoples of Britain and Japan in amity and friendship. From this view-point, we have adhered to the opinion that the existing pact of alliance between the two countries should be maintained so long as it does no harm in Japan's relations with other countries. However, now that we hear adverse opinions and views from the lips of so eminent a journalist as Lord Northcliffe, and also in view of a very delicate relation of Japan with the United States, we strongly and emphatically insist upon the abrogation of the treaty of alliance with Britain without delay."

The Tokio *Nichi Nichi* also alludes to Lord Northcliffe's utterances and proceeds:

"Needless to say, the opinion of the United States, which has a vital relation to the Pacific question, should be taken into

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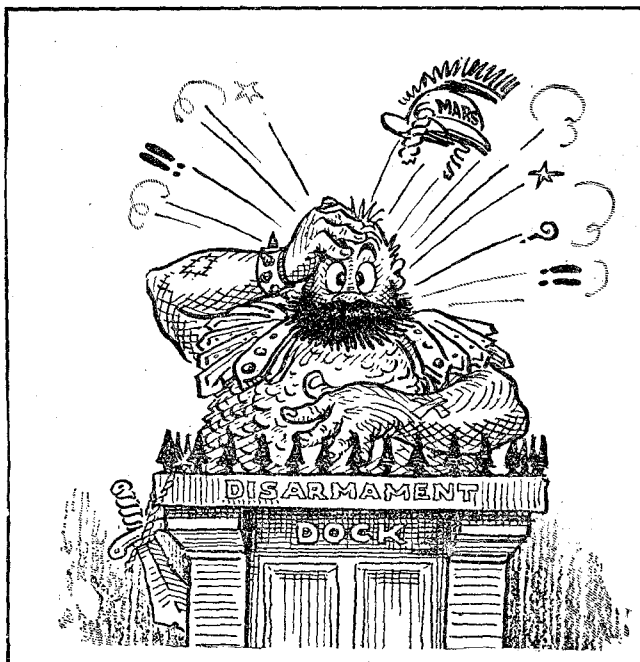
consideration when the treaty of the alliance is to be renewed, but we consider that, as long as the Anglo-Japanese Alliance purposes the maintenance of peace in the Orient and has no sinister designs against the United States, it should be continued as heretofore. We are not aware how much Lord Northcliffe is conversant with the actual state of things in Japan and China, but we are solicitous that he will at least bear in mind that Japan has no territorial ambition toward China, and her actions in that country have been and are strictly in keeping with the principle of equal opportunity and the Open Door agreed upon with other Powers. We also wish to say that the opinions of our militarists are not the representative opinion of our people, especially toward China."

Some editorial observers recall the first suggestion of the new agreement as embodied in a speech of Premier Lloyd George on August 18 last in the House of Commons, in which he said in part:

"The alliance with Japan could emerge into a greater understanding with Japan and the United States on all problems of the Pacific, that would be a great event which would be a guaranty for the peace of the world. The United States, Japan, the British Empire and China—these four great countries are primarily concerned in having a complete understanding with regard to the Pacific. The surest way of making a success of the Disarmament Conference is first to have such an understanding."

The speech was made in a résumé of the work of the British Imperial Conference, and the Premier's further utterances about the United States were as follows:

"We were all agreed in the Imperial Conference in the desire to have complete friendship with the United States of America and to make arrangements which would remove every conceivable prospective obstacle to such friendship. Nothing would please the British Dominions, as well as the mother country, more than a settlement which would make them feel that the British Empire and the United States could work side by side in common partnership for the preservation of peace and for guaranteeing the peace of the world.



AND THE SENTENCE IS—

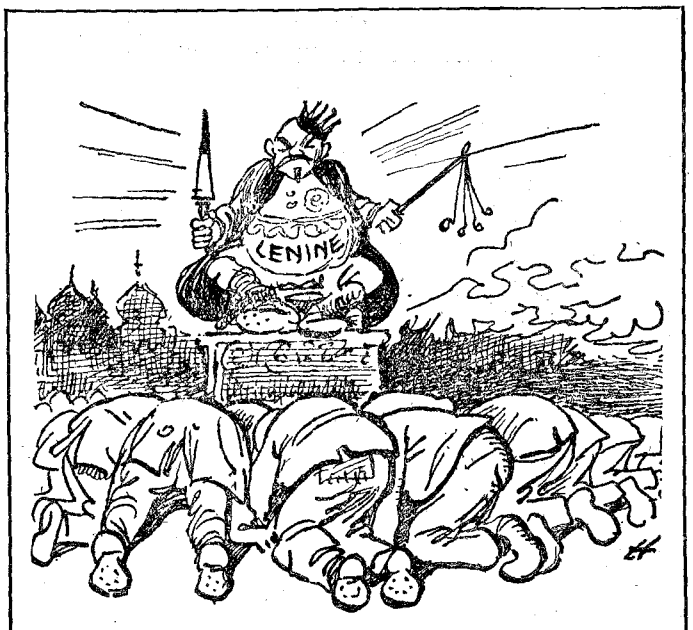
10 Years! (Without the option.)

—*The Daily Express* (London).

"I do not know any guaranties that would be equal to that—the United States of America and the British Empire in common agreement on the principle on which a world policy ought to be based. I am still hopeful that such an understanding as would make us feel that this partnership could be established will ensue as a result of the coming Conference in Washington."

RUIN OF RUSSIAN COOPERATIVES

ONE WOULD HAVE THOUGHT that where the Bolshevik leaders found something like a communal organization in working trim, they would have allowed it to function, or at most attempted to improve it, say various observers who note the self-satisfied declaration of Soviet officials that the Russian Cooperative organizations, whose membership numbered about 20,000,000, and whose yearly turnover amounted to hundreds of millions of dollars, have been completely and deliberately destroyed by the Bolsheviks. This information is given by Z. Lensky in the *Sovremenniya Zapiski*, a Russian paper published in Paris, who quotes as proof the statement of Chairman Lezhava of the New Sovietized Central Union of Cooperatives, as follows: "We can say with satisfaction that after a struggle of three years with the old Cooperatives nothing is left of them." Meanwhile we learn that the few remaining members of the old Cooperative Board of Directors were sentenced to fifteen years in concentration camps, having been found guilty of giving support to Kolchak and Denikin, "whose activity was directed against the economic policy of the Soviet Government." This was the last act in a series of measures initiated by the Bolsheviks against the Co-operative organizations, of which Mr. Lensky speaks in detail to this effect:



THE BUDDHA OF MOSCOW, TO WHOM ALL BOW DOWN.

—*La Democratie Nouvelle* (Paris).

"The building of the Soviet cooperative organization began soon after the Bolshevik coup. In the beginning of 1918 Commissar Shlikhter worked out a project of 'consumers' communes,' which were to embrace the entire population and serve as the sole organization for the distribution of products among the people, in accordance with the plans elaborated by the Commissariat of Food. The consumers' communes, in his scheme, would fulfil not only distributive functions, but also carry on the exchange of products. This project, which aimed at the destruction of the existing cooperative consumers' organizations, met then with the unanimous and decisive opposition on the part of the general as well as workmen's cooperative organizations. In view of that opposition, the Soviet Government made a compromise, which took the form of a decree on April 12th, 1918. Lenin characterized the measure as 'a compromise with the bourgeois cooperative organization and with that element of workmen's cooperatives which has not yet discarded the bourgeois viewpoint.'

"The decree of April 12th, 1918, on consumers' cooperatives, permitted the existence in each locality of not more than two consumers' societies (one general and one workmen's), excluded

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definite groups of the population from the management of the cooperatives, and placed the organizations under the control of special government bodies, 'cooperative bureaus' of the Councils of National Economy.

"This decree was regarded by Soviet leaders . . . as the first step 'in the consolidation of the cooperative organizations in the system of economic establishments of the Soviet republic,' as the beginning of the transformation of cooperatives from a private organization into one which dovetails with the economic organs of the Soviet Government. At the congress of the Councils of National Economy in May, 1918, it was emphasized that the process must not at all be confined to consumers' cooperatives; it must include all other forms of cooperative organization, as credit, agricultural, butter-producing, etc."

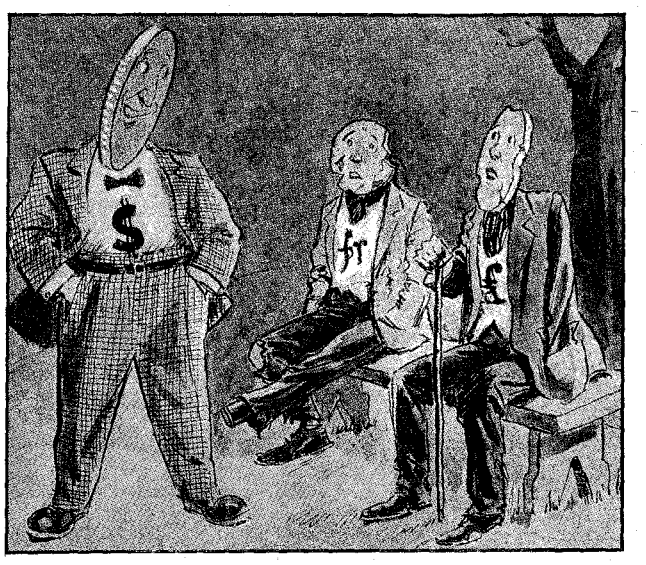
At first the Bolsheviks centered their attention on the workmen's cooperative organizations, which, being in the cities, were easier to get hold of. The writer continues:

"Taking advantage of the decree of April 12th, 1918, which permitted only one general and one workmen's cooperative organization in each locality, the Communists began to found in many places 'central workmen's cooperatives,' for the most part fictitious organizations, with which, however, all other workmen's cooperatives existing in the city, with all their membership, capital and enterprises, had to consolidate."

In the period between that decree and December, 1918, the Bolsheviks passed several measures still further restricting the activities of the independent cooperative organizations. The Moscow People's Bank, the largest cooperative financial institution in the country, was made a branch of the State Bank; the decree on the organization of the supply of products, by abolishing private trading, turned the central and regional consumers' societies into mere agents of the Commissariat of Food, and appointed representatives of the Soviet government on their Boards of Directors.

In December, 1918, a congress of workmen's cooperative organizations was assembled and the Bolsheviks, by political trickery, we are told, succeeded in showing an apparent majority of votes. But later, in January, 1919, when the Bolsheviks failed to gain a majority on the Board of Directors of the Central Union of Cooperatives, "they had recourse to direct action," and by a decree of March 20th, of that year, enabled themselves to put any number of appointees on the Board. This decree completely changed the foundation and structure of the all-Russian Central Organization of Consumers' Cooperatives, we are told, and the same policy was pursued in Siberia after its re-capture from Kolchak. By the end of August, 1920, Mr. Lensky adds, the Soviet Government had completely destroyed all independent cooperative organizations, and it is the exprest opinion of Soviet officials, he says, that there is no need of cooperative organizations in Soviet Russia, and the sooner they are absorbed by government departments the better.

But the Soviet officials frankly admit present conditions in Russia "do not permit a purely communistic state," we learn from a Moscow United Press correspondent, and justify their "dictatorship" policies, because the present illiteracy of the people—about ninety per cent. can neither read nor write—"demands a more or less paternalist, disciplinary form of government."



"BRIGHT AS A DOLLAR."

THE DOLLAR: "Say, you guys look worried; what's the matter?"
THE SOVEREIGN AND THE FRANC: "Just that little scrap in France, son. Don't you remember?"

—*The Bystander* (London).

WALL STREET AND AUSTRALIA

LONDON'S FINANCIAL SUPREMACY begins to wane before the rising prestige of New York, say some Australian journals, in taking note of the fact that the Queensland State Government floated its latest loan in Wall Street. But such an inference is unwarranted, in the view of the Melbourne (Victoria) *Argus*, which declares that there is plenty of money for loaning purposes among British investors, as is proved by the fact that in the early part of October British investors readily lent large sums to India and South Africa, have underwritten a loan of £3,000,000 to New South Wales, and have promised Victoria a loan. All these loans are made "on better terms" than have been obtained by Queensland from Wall Street, we are told, but this does not "indicate lack of resource or any attempt to starve the Dominions financially." The terms on which the British Government arranged to fund the war-debts of the Commonwealth were generous when the state of the money market at the time is considered, and *The Argus* has no doubt that if the Commonwealth should desire to fund the £5,000,000 of treasury bills floated by the Australian Federal Government recently in London, it would have no difficulty in carrying through the transaction. Any objection to Queensland going to New York, therefore, can be based only on sentimental grounds, according to *The Argus*, which proceeds:

"London so long ruled as the mistress of finance that thoughtless persons may hold it to be a sign of decadence that Empire borrowers have to apply to outside countries for funds. . . . The interest rate is the highest yet paid by State or Commonwealth. In addition, the unsettled state of exchange has created speculative factors which should be considered in attempting to ascertain what price must ultimately be paid for the loan."

Nevertheless this Melbourne daily goes on to confess that "it would be foolish to disregard the present-day position of the United States in the money market" for—

"It stands as the great creditor nation, and therefore is a force that British financiers have to reckon with. Still, America rests uneasily in the position in which she finds herself. The state of international exchange is affecting her trade. The situation has become more complicated by the pressure for an almost prohibitive tariff. Hence every device is being adopted by bankers, manufacturers, and traders to extend commerce. The Jones Law, which will restrict the transport of United States goods to her mercantile marine, is one instrument. The Edge Law, to allow of the granting of extended credit to outside importers, is another; and the greater willingness on the part of her bankers to lend to necessitous countries is a third. Great Britain cannot complain of the last two devices, and it is unlikely that she will protest against the Jones Law. Still, it is most probable that the presence of Queensland in Wall Street will quicken the desire of British statesmen to place home finance on such a footing as to checkmate any transfer of business from London to New York."

Meanwhile we read in the *Australian Trade Commissioner's* correspondence to the United States *Commerce Reports* that "financial conditions in Australia continue to improve so that on the whole the situation is much better than it was a few months ago."

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POLAND'S NEW ALLY

POLAND HAS A GOOD FRIEND on the western boundary of Germany in her ally France, and now she makes another on Germany's eastern border by the "accord" with Czecho-Slovakia, say those writers who welcome the new arrangement as an important act in the solidification of Central Europe. Incidentally, Czecho-Slovakia is also bound up with Roumania and Jugo-Slavia in the Little Entente, which showed its "big stick" on the occasion of the recent air journey of Karl of Hungary. In Czecho-Slovakia the news comes welcomely, says the *Gazette de Prague*, because of the serious events in Hungary, the first of which was the opposition to treaty conditions affecting Burgenland, and the second the abortive monarchist attempt of Karl of Hungary and his adherents. The signing of the agreement at Prague on November 6th is taken as one more manifestation of the new spirit in European and in world politics which "tends to make sure the peaceful existence of national democracies and the peaceful development of free nations on the basis of reciprocal respect for rights determined by mutual understanding." The agreement was concluded by Constantine Skirmunt, Poland's Foreign Minister, and Dr. Eduard Benes, Foreign Minister of Czecho-Slovakia, and the Polish Bureau of Information (New York) summarizes the main points as follows:

"1. To guarantee to each other their territorial possessions based on the treaties from which results the independence and organization of the two countries.

"2. If one of the contracting parties is attacked by neighbors, the other one is bound to maintain friendly neutrality and allow free transit of war material.

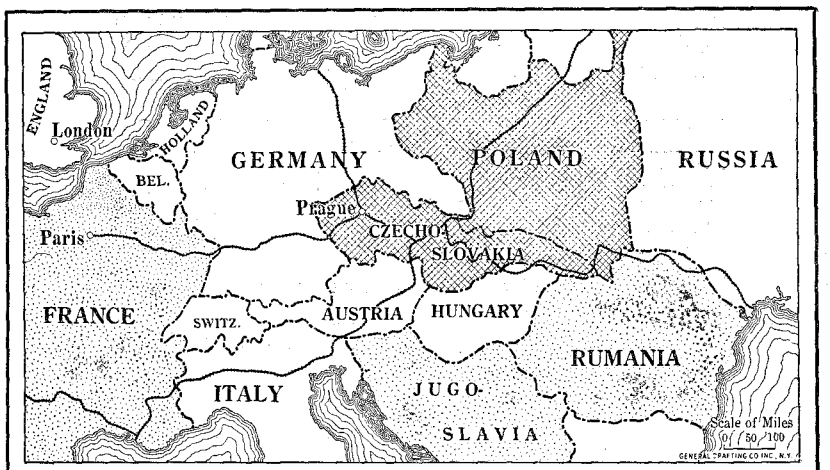
"3. Czecho-Slovakia declares herself uninterested in the question of Eastern Galicia and Poland declares herself uninterested in the question of Slovakia. Consequently, each party undertakes to dissolve any military formations or organizations on its territories as well as to suppress all active propaganda intended to tear away any territory belonging to the other party. Neither state will tolerate on its territory any political or military organization directed against the integrity and safety of the other party.

"4. A commercial agreement has been arrived at.

"5. Both parties have agreed to submit any difficulties to arbitration, either by specially selected umpires or by the Arbitration Tribunal at The Hague.

"6. Neither state may enter an agreement contrary to this agreement.

"7. The agreement is arranged for five years. Either government may terminate it after two years by giving six months' notice. Special arrangements have been made to set up a Common Commission to settle all disputes between national majorities and minorities in those border districts which have a mixed Polish and Czecho-Slovakian population. This special commission which has been set up may intervene in all affairs relating to national conditions, as regards schools, economic conditions, etc. The only remaining boundary dispute (a small one) between the two countries is to be settled by arbitration within six months."



CENTRAL EUROPE'S NEW BALANCE IN PROCESS.

A clear refutation of all theories about the Balkanization of Central Europe is said to be found in the accord between Poland and Czecho-Slovakia, by which the influence of the Little Entente is extended. Dotted sections above show Czecho-Slovakia's colleagues of the Little Entente, Roumania and Jugo-Slavia, cheek by jowl with Hungary and Austria; and also France, Poland's first ally and Germany's neighbor at the west. Striped sections show Czecho-Slovakia and Poland, Germany's neighbors at the east.

The Polish official view of the new accord is presented by the Polish Foreign Minister Skirmunt in a statement to the Prague *Narodni Politika*, in which he says:

"Poland and Czecho-Slovakia owe their new life to the same event and the same treaties of peace. Thus they have each the same task, which is to consolidate the new European situation and to maintain peace. This common aim, despite the difficulties of the first years, has enabled our reciprocal good-will to conclude this political accord, which gives us reason to hope for the solidifying and strengthening of our two countries in Central Europe."

A new era begins, remarks the Prague *Ceskoslovenska Republika*, and it is full of promise, "despite the skepticism that will inevitably declare itself here and there and despite the attempts that will be made from this side or that to damage it." This daily adds:

"We believe that the work begun by the visit of Polish Minister Skirmunt will have lasting value. It is not the product of transient emotions, but of profound understanding of the needs of the two nations. This accord not only justifies joyous confidence in the future, but has a real importance in the present hour. In effect it is a clear refutation of all theories about the Balkanization of Central Europe."

The *Prager Presse* avers that public opinion not only in Poland and in Czecho-Slovakia, but wherever there is interest in the development of Central Europe, does not need the publication of the accord in order to appreciate its high importance and meaning, and adds:

"The officials representing Poland and Czecho-Slovakia solemnly avow their purpose to devote themselves by common effort to the work of peace, and to the systematic reinforcement of the friendly bonds uniting the two countries. Everybody who understands the importance of the issues of the New Central Europe, which has been born of the Peace Treaties, will welcome this event with enthusiasm."

GENERAL SMUTS'S CRITICISM OF THE CONFERENCE — Compare what happened at the Peace Conference with what is now happening in connection with the Washington Conference, says General Smuts, as quoted in a Pretoria press dispatch to London, and you find that at Paris the Dominions had all the advantages of "recognized individual status," and of consultation and mutual support. In the British Empire delegation at Paris, he adds, "our individual standing was unquestioned, while our team-work made us a really effective force." This is "a great precedent which has settled our international status, and which I feel should be followed in future," but the South African Premier points out that—

"Now, at the first great international conference called after Paris, the Dominions, despite the Pacific position of three of them, have been simply ignored. At Washington there will only be the British Delegation, in which the Dominions as such will not be found."

General Smuts denies the charges that he seems to be wishing to play" a lone hand," and declares: "I want the Paris precedent to be followed at Washington and at every subsequent conference. I want the British Empire represented through its constituent and equal States; there is no other way of giving it representation." He says further that he has no intention of striking a jarring note, but wishes merely to stand up for that Dominion status "which to me and, I feel sure, to the nations of the Dominions, is the reality and the basic constitutional reality of our free Imperial Commonwealth."

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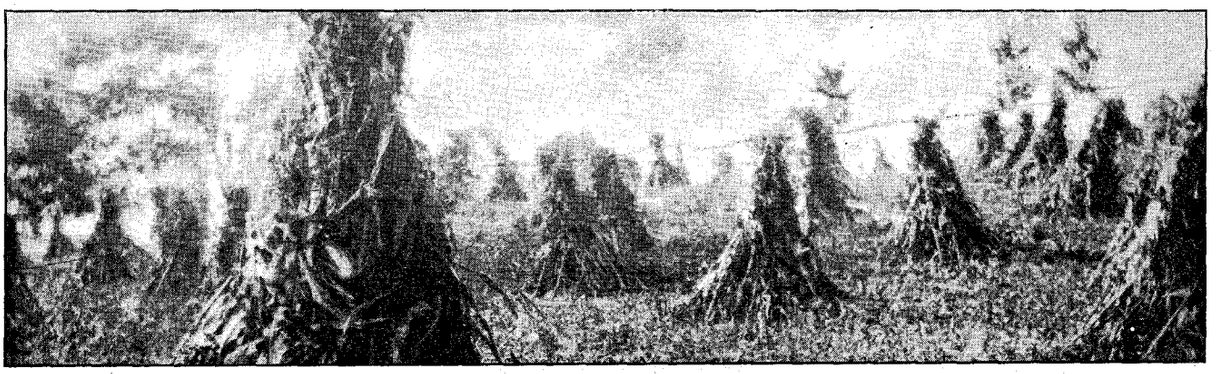

SOURCE OF HUNDREDS OF FOODS, MEDICINES, OILS, SIRUPS AND STARCHES.

"The golden kernels have locked up in their mysterious cells untold possibilities of wealth, health and comfort-giving. It may yet prove that the most important fact in connection with the discovery of America was the discovery of corn."

MYRIAD NEW USES FOR CORN

GREEN CORN AND JOHNNY-CAKE are by no means the only products of the corn-field. The list of modern corn products embraces hundreds of foods for man and beast, medicinal preparations, oils for the chemist, manufacturer and cook, sirups and sugars for the table and the confectioner, and starch in its myriad forms and still more varied uses. E. W. Hellwig, who has devoted the past twelve years to intensive work upon food products, describes some of these uses of corn in *The American Food Journal*.

Corn, Mr. Hellwig reminds us, is distinctly a New World product. From the point of view of America, it is the most valuable and most important of all our cereal crops. We are now growing more than three billion bushels—the money value alone is almost as great as that of all the wheat, potato, rye and cotton crops put together. He continues:

"The kernel of corn is composed of three parts—the germ, the endosperm, and the hull. The hull is the hard and horny outer covering; the endosperm, a white body, mostly made up of starch, but with a certain percentage of gluten; the germ a small, oily nitrogenous point.

"Each of these is capable of being worked up into various products—some of which differ radically from the substance from which they were originally derived, as will be seen later.

"To the general reader the uses of corn are more important than is its chemistry—altho upon its chemistry depend its uses. These uses are many and varied, some thirty different products being developed from the cereal.

"Chief among these is a refined oil, derived from the germ, and marketed as a salad and cooking oil.

"Each bushel of corn yields approximately a pound of refined oil.

"The residue from the refining of the oil is treated with an excess of alkali. The resulting soap stock is then separated out, cooled, and allowed to harden. This substance is used in the making of soap powder, soap and soap chips.

"From the corn germ is also extracted a gum, known as 'paragol,' used as a substitute for rubber in many ways. One of the most familiar of these is the 'red rubber' bath sponge, now quite generally supplanting the old sponges, becoming more and more scarce because of their prohibitive price.

"Many millions of eraser tips for lead pencils are also annually made of this substitute; while it is said also to contribute some 20 per cent. to the synthetic soles of shoes.

"The residue of the germ also enters into the composition of oil cake and oil meal—largely used as a milk producer or milk increaser for cattle.

"One of the best-known of all corn products is cornflakes, familiar to every family in the land as a breakfast cereal and appetizing luncheon dish."

The starch grains of the corn—which constitutes 55 per cent. of the kernel—are converted into a great number of products, invaluable for dietetic and industrial uses. This starch is used in the manufacture of corn sirup, dextrine, sugar, edible starch and laundry starch. The edible starch is exceptionally pure and clean, for it is especially washed and milled to remove all traces of gluten, etc., and reeled until all small lumps and gritty substances are removed. We read further:

"In making corn sirup unmixed and sugar, the starch is treated under pressure in closed bronze converters, with the addition of steam and a small amount of hydrochloric acid.

"The addition of the hydrochloric acid is necessary to convert the starch into dextrine. This is the same action as that which develops in the stomach when starchy food is eaten, the hydrochloric acid in the stomach converting the starch into glucose, so that it can be assimilated by the digestive organs.

"After the starch has been converted, it is neutralized with sodium carbonate to change any excess of acid into wholesome sodium chloride—common table salt. The neutralized liquor is then filter-prest, to remove small particles of gluten, or any unconverted substance which may have been carried along by the starch.

"The clarified liquor used in the manufacture of sugar is converted to a higher per cent. dextrose than that used in sirup-making. When the sugar liquor is run on tables and allowed to cool, it crystallizes or solidifies in large cakes. The cakes or slabs are chipped in fine pieces and sold to brewers, canners and vinegar makers.

"The slab sugar is also prest to remove the uncrystallized liquor called hydrol, and then ground and dried. This product is of a very high purity, and is the cerelose or bread sugar used by bakers, and in the manufacture of numerous food products.

"There are many other substances derived from the manufacture of starch. For instance, the dry, milled starch is packed in barrels and bags to supply pearl and powdered starch for cloth sizing, paper, etc.

"A portion of the starch from the mills is partly cooked with steam, to increase solubility, then prest into cylinders. This produces laundry starch, or lump starch.

"One of the principal by-products in the manufacture of corn products is gluten feed, which is partly derived from the steep-water, concentrated in vacuum pans. This steepwater is rich in proteins, which, with the hull or skins of the corn and the gluten separated in the various processes, is valuable as a tissue

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and muscle-building food for stock, as well as a milk-producing agent.

"The germ which was separated in the first part of the process is dried, passed through rolls and then the crude oil is prest out. The residue is ground very fine, is used as oil-cake meal and hog-meal.

"Within the past year hundreds of clinical experiments have been made with a new corn product—anhydrous glucose, or dextrose, 99.6 per cent. pure.

"This pure dextrose can be given in very large amounts without disturbing the digestion, or without developing any evidence of sugar intolerance.

"So perfect is the absorption and utilization of anhydrous glucose that there is a strong likelihood that it may completely change the present methods of treating many organic disorders, resulting from disturbances in metabolism.

"For one thing, experiments conducted by careful observers seem to show that dextrose can be given to diabetic patients, for whom all other forms of sugar are forbidden.

"Dextrose has also been used as a feeding sugar for dehydrated, toxic babies—doomed to die of malnutrition. In numbers of cases it has saved life, and turned puny little skeletons, listless and almost devoid of the energy that enabled them to continue to breathe, into rosy, active babies.

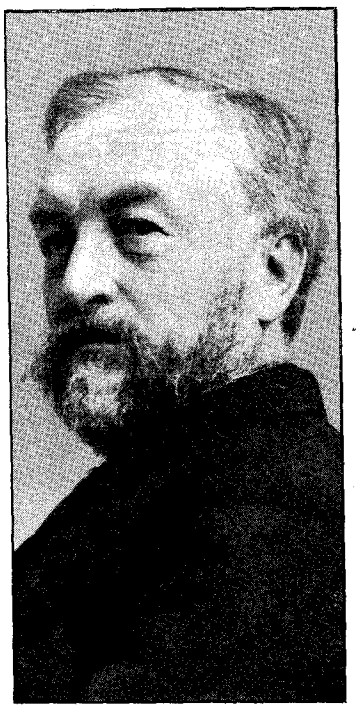
"What is destined to prove one of the most valuable of all corn derivatives was discovered in 1900 by Dr. Posternak, in Paris.

"In supplying the phosphorus required by the nerves and tissues it is absolutely essential to have an organic phosphoric acid or its salt—as found in plants and cereals.

"Because of this fact Professor Gilbert is thoroughly justified in proclaiming the discovery of phytin, 'the solution of the problem of phosphorus therapy,' and in adding that it has become possible, for the first time, to supply the organism with sufficient phosphorus in an assimilable form, and therefore to obtain therapeutic effects never yet obtained with any other phosphorus preparation.'

"Phytin, as found in corn, contains about 22 per cent. of pure organic phosphorus. Its introduction and ultimate production on a commercial scale may revolutionize the present treatment of nervous diseases, anemia, and disorders of nutrition.

"The golden kernels have locked up in their mysterious cells untold possibilities of wealth, health and comfort-giving. It may yet prove that the most important fact in connection with the discovery of America was the discovery of corn."



HE GAVE "A HELPING HAND,"

Said the Wright Brothers of Professor Langley, while Langley himself admitted that others must complete his work.

USES OF THE CORN-COB—Science, according to *The Chemical Round Table* (New York), has also found a way of utilizing all the corn-cobs, short or long, in the manufacture of various chemicals. It says:

"Formerly the only use for the lowly cob was to feed the furnace or to provide fuel for the cook stove. Only a part of the output could be used in this way, however, and the chemists have found that with the millions of bushels of corn which must be shelled in this country there are many tons of cob which can be made to serve commerce and industry. As the corn-cob consists mostly of cellulose, which is valuable for the making of many products, such as celluloid and paper, it is considered desirable to save the substance of the cob. The furfural, therefore, is taken from the extract which is obtained by boiling the cob in water, and the cellulose can thus be kept for other purposes. Furfural is employed for many purposes in industrial chemistry, and can be so treated that it will yield a bright green dye, which is much liked by women of fashion. If it is desired merely to prepare furfural and not to save the cellulose, the process could be made continuous from the start. It should be emphasized, however, that the cellulose may have as great a value as the furfural in technical operations, and it is of great importance to preserve it from injury by overheating. From corn-cobs, valuable glues and adhesives may also be prepared."

WHO INVENTED THE AEROPLANE?

SOLE INVENTORS are rare birds; possibly they are non-existent. Most great inventions are growths; the man who gets the name of being the originator rather completes than originates; it is he who puts on the finishing touch and makes the device practical. The writer of a leading editorial in *Nature* (London) compares this work of completion to the setting of a keystone in an arch. The inspiration of this editorial is a recent paper read by Griffith Brewer before the Royal Aeronautical Society in London on "The Langley Machine and the Hammondsport Trials," dealing with what Mr. Brewer terms an "attempt to rob the Wright brothers of the credit of inventing the aeroplane." Says the London paper:

"The argument turns on a usual interpretation of the word 'inventing,' and it is not suggested that the credit of establishing the principles of aeroplane design is in doubt. The dispute as to the relative importance of the pioneers S. P. Langley and the Wright brothers arose in the course of certain legal actions as to the validity of patents taken out by the latter. In connection with the defense of the Curtiss Aeroplane Co. against a charge of infringement, arrangements were made with the Smithsonian Institution for the loan of the original man-carrying aeroplane designed and constructed by Langley. The design was modified in certain ways before it was taken into the air at Hammondsport, and the contention of Mr. Brewer in putting the case for the Wright brothers is that the modifications were such as to invalidate the claim that the original Langley aeroplane had been flown.

"The trials of the modified aeroplane were made late in the development of the subject, the loan by the Smithsonian Institution being dated April, 1914. The public European flights of the Wright brothers had taken place some six years prior to this, whilst the date of the first successful flight of about one minute's duration is stated to be December, 1903. It is perhaps worth while to clear up the historical facts of the trials, but the paper tends to give an erroneous impression of the importance of the part played by the Wright brothers in spite of Mr. Brewer's note to the effect that Langley himself did not make the claims to which exception is taken, nor would he have been likely to do so had he been alive to hear of the controversy.

"The difficulty appears to arise from a not uncommon type of mental blindness which is readily produced by the contact of financial interests with development. It is rather like making the assumption that, because an arch can not be used as an engineering structure until the keystone is in place, the keystone is therefore the most important element in it; the rest of the structure appears to be unseen. Applied to Mr. Brewer's paper, the simile suggests that the keystone was provided by the Wright brothers, and that the much more laborious work of preparing for its reception is to be found in the scientific experiments of Langley.

"Readers of *Nature* will find in its volumes references which indicate, in a calmer atmosphere, the part played by Langley in the development of aviation. So far back as July 23, 1891, a paper on his experimental researches is to be found in *Nature* showing that the flight of a man-carrying aeroplane was possible, and enunciating the fundamental principles for obtaining a design. Matters were so much advanced in 1896 that on May 28 of that year *Nature* was able to give a description of the flight of the Langley model aeroplane under its own power.

"This was a remarkable achievement, since it required a solution of the problem of inherent stability, a quality almost certainly not possest by the Wright aeroplanes of 1908. The great addition to aeronautical knowledge and practise made by the Wright brothers was the introduction of the system of

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wing warping which gave adequate lateral control even to an unstable aeroplane."

Langley's researches, the writer goes on to say, have been described on many occasions, and their relation to the problem of flight is shown in Sir Richard Gregory's book, "Discovery," from which the following extracts are given: On p. 288 Langley is quoted as saying, in relation to his experiments before 1897:—

"I have brought to a close the portion of the work which seemed specially mine—the demonstration of the practicability of mechanical flight—and for the next stage, which is the commercial and practical development of the idea, it is probable that the world may look to others. The world, indeed, would be supine if it does not realise that a new possibility has come to it, and that the great universal highway overhead is now soon to be opened."

The Wright brothers are equally clear in their acknowledgment of Langley's work:—

"The knowledge that the head of the most prominent scientific institution of America believed in the possibility of human flight was one of the influences which led us to undertake the preliminary investigations that preceded our active work. He recommended to us the books which enabled us to form sane ideas at the outset. It was a helping hand at a critical time, and we shall always be grateful."

The editorial writer sums up as follows:

"One feels that in relation to such remarks by the two great American pioneers of aviation the matter under discussion is unimportant. The transactions appear to have been rather sordid and to reflect discredit on those commercial systems of the world which exalt 'patentability' at the expense of solid service which is not patentable."

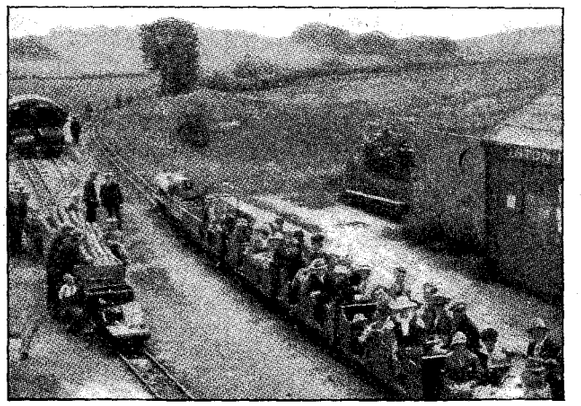
SOAPS THAT FADE DYES—Some soaps not only remove the dirt from textiles, but a generous share of the color also. Dr. Martin H. Fischer, speaking on "Soaps" before the Cleveland Section of the American Chemical Society, said on this phase of the subject, as quoted in *Drug and Chemical Markets* (New York):

" 'The commercial soaps employed at the present time are blunderbuss mixtures containing larger or smaller fractions of different soaps. This makes it possible to use common toilet and laundry soap in a wide variety of circumstances, tho, of course, not with economy.' Some of the yellow laundry soaps are faulty, in the opinion of Dr. Fischer, because when used with very hot water they set free rosin and alkali. The rosin settles in the clothes and tends to make the fiber of woolen 'mat,' while the alkali eats the clothes. Woolens washed in this way are likely to become hard and stiff. Blankets and woolen garments, therefore, should be washed with soaps which do not suffer such decomposition and are soluble in water which is not too hot. When the garments are rinsed, therefore, soap of this kind readily leaves them. Dr. Fischer said a course in laundry chemistry has been established at the Washington Irving High School, New York City. The main object of the course is to teach the proper use of materials employed in the cleansing of clothes and to avoid damage to the goods. Dr. Fischer said the fading of dyes, which has been falsely attributed to errors in manufacture, may be traced to excessive use of improperly prepared washing materials. The laundry industry in this course is giving its employees thorough instruction in the nature of dyes and colors, and gives special attention to the proper handling of fabrics which have been colored with direct dyes, mordant dyes, vat dyes, sulfur dyes, and anilines. There is also a lesson in bluing."

THE WORLD'S TINIEST RAILROAD

THE ESKDALE RAILWAY, in Cumberland, England, seven miles long, with a fifteen-inch gage, has features of great novelty and interest. At first sight, says a writer in *Conquest* (London, November), it is difficult to regard it seriously, and some of our illustrations will inevitably provoke a smile. Nevertheless, it is not a toy or model, but is of real commercial utility, and as an engineering feat on a small scale is unique. It is the result of a remarkable development of the model locomotive beloved of most boys, and, indeed, by many more adults than one might suppose. We read:

"Constructed in 1876, the line was originally of 2 feet 9 inches gage, and was used to convey iron ore from mines in the neighborhood of Boot, a little village in Eskdale, to Ravenglass, on the coast of Cumberland, where it joined the Furness Railway. After serving a useful purpose, both as regards mineral and passenger traffic, for many years, the mines at Boot were closed down, and, after valiant efforts to maintain it, the railway itself fell into disuse in 1913. In 1915, however, a company known as Narrow Gage Railways, Ltd., obtained a lease of the line, which they converted to 15 inches gage, the original rails, weighing 40 pounds a yard, being relaid. The line was then equipped with the biggest model locomotives and rolling stock in existence.



IRTON ROAD, ONE OF THE PRINCIPAL STATIONS.

"The line is just seven miles long and passes through charming scenery. There is an excellent service of trains each way.

"There is a hoary old joke against one of our big railways to the effect that passengers are requested not to alight and pluck flowers while the train is in motion. We do not know whether the management of the Eskdale Railway offer facilities in this respect to passengers, but at any rate, persons desiring to join a train may do so at intermediate points between stations by means of hand-operated signals.

"A maximum speed of thirty-five miles an hour is attained by the locomotives, which are also capable of drawing a load of 17 tons on the level at a speed of fourteen miles an hour—quite a respectable performance. The journey occupies about thirty minutes, and about seventy-six passengers constitute a full load for a passenger train.

"Each open coach accommodates eight persons (two abreast), the weight of an empty coach being about 800 pounds. Wind screens and awnings are provided for protection in wet or in hot weather. For winter traffic closed bogie coaches are run that weigh 2400 pounds empty, and seat twelve persons inside and four on end platforms. An ordinary summer train comprises nine open coaches.

"Without question the most fascinating features of the Eskdale Railway are its one-quarter scale model locomotives. The most up-to-date models are of the 'Pacific' type. Their weight is 3 tons each in working order, their over-all length 18 feet 2 inches, and height from rail level to top of chimney 3 feet 8 inches. The boiler working pressure is 140 pounds per square inch, the cylinders are 4⅜ inches diameter by 6¾ inches stroke, and—to complete the refinement of design—the engines are fitted with superheaters, and the rolling stock is provided throughout with vacuum brakes! There are, in all, five locomotives, twenty-three goods cars, and twenty-seven passenger coaches.

"It is an interesting fact that, whereas the development of narrow gage railways generally has been a matter of accommodating practise on broad and standard gage lines to smaller gages, in the case of the Eskdale Railway it has been a case of development in the opposite direction, namely, of improving upon the design of scale models and constructing model locomotives capable of doing really useful work.

"Scarcely a Yuletide passes without some artist depicting a scene in which the children of a Christmas party are deprived by their elders of their mechanical toys, and we have already hinted that the equipment and running of model railways is not confined

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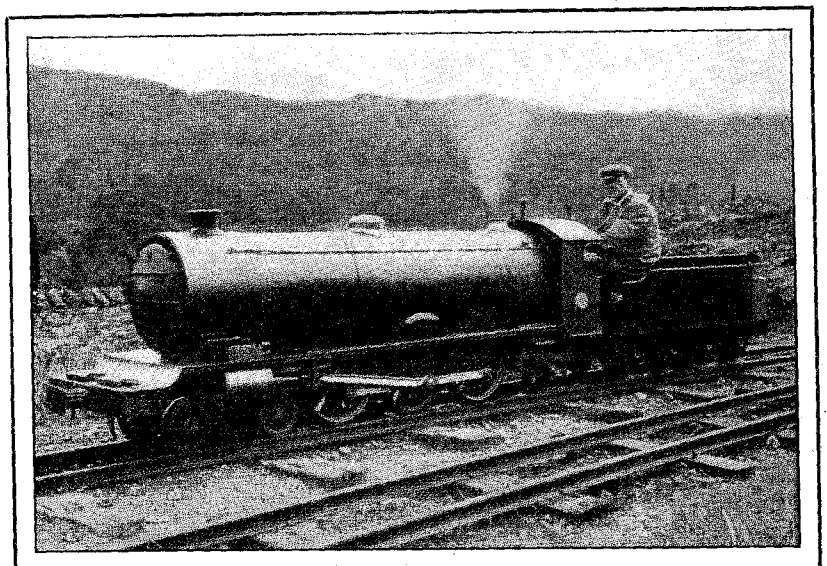
to children. The writer knows more than one serious business man who devotes much of his spare time to this form of amusement, ostensibly for the entertainment of his children, but in reality because it possesses a fascination that leads him to spend many an hour with his trains—surreptitiously and in fear of being discovered. The reason for such diffidence is not hard to guess, especially when it entails crawling about the floor on hands and knees; yet there is at least as much exercise of intellect in such an occupation as in the majority of pastimes in which we indulge. Personally, the writer is ready to confess that, altho indoor clockwork trains do not possess much attraction for him, one of his minor ambitions is to construct an outdoor model electric railway on realistic lines, not necessarily on the scale of the Eskdale Railway, but one capable of withstanding the weather."



ONE OF THE SMALL BUT POWERFUL "PACIFIC" LOCOMOTIVES.

Used on the Eskdale Railway. Thirty-five miles an hour can be attained when "running light," and the engines can easily haul a full train of 76 passengers.

"MILK" FROM RICE

RICE CAN BE LIQUEFIED into the form of milk, we are told by W. M. Queen, writing in *The Rice Journal* (Beaumont, Texas). This discovery marks a new chapter, he asserts, in the history of dietetics, and opens up an enlarged field of consumption for the grain. Throughout the ages, Mr. Queen goes on to say, the transformation of natural elements into a milk has been carried on through the water roots of the rice plant, "upon the same principle," he assures us, "as that by which the milk is drawn from Mother Nature through the veins of the cow into the udder." He proceeds:

"In the rice plant the sun's heat performs the work directly and in a most perfect manner, requiring more time than the cow to complete the process of making its milk. The result is the rice kernel, which is nothing more than a concentrated, crystallized milk—which in turn, may by a natural process be turned into the flowing liquid form.

"S. Christensen, one of California's leading rice growers, who was in the dairy and butter business in Denmark years ago, started in his early youth to study and experiment with rice. He observed that the cereal is both a grain, in the ordinary sense of the word, and a water plant. Unless submerged it may grow into a thing of beauty, but, of course, is valueless.

"It is known that rice at first grows like any ordinary grain, but later puts forth its milk veins, which have been called water roots, above the surface of the ground. These draw a milk from the elements in the water.

"This is no longer a matter of speculation. Providentially, it would seem, the two men who could together coax the milk from the rice, by reason of their long and patient experiments, have met. A milk containing 7 per cent. fat has been produced. It is 100 per cent. rice.

"The writer has tasted this milk, fifty-five hours after its production, when it had become a buttermilk; and can vouch for the fact that it is refreshing, invigorating and stimulating.

"J. H. Sasseen, who with Mr. Christensen, is producing the new product from the rice, was born in Richland, Iowa. He attended the Iowa State Dairy School and left that institution in 1902, engaging in practical work with private interests until 1915, when he commenced his duties with the Iowa State Dairy and Food Commission, with which he continued for four years. After spending a portion of the War period in Columbus, Ohio, he went to Texas, where he brought the experiments with rice as a base for ice-cream he had started in Iowa, to a more perfect stage of their development. His products were already being made experimentally in the form of an emulsion and also in a frozen state as a substitute for ice-cream and sherbet.

"At this point Mr. Sasseen brought his discovery to California, drawn there by the famous rice belt and the proximity of a wide variety of fruits for use in his new food products. There he met Mr. Christensen, the rice grower, whose researches covering a long period of years were so supplemented by Mr. Sasseen's invention that between them they have opened a new field for the development of rice with possibilities hitherto undreamed.

"In the near future a factory will be started in San Francisco or Oakland, which serving as a base for operations on the Pacific Coast, will be the nucleus of a world-wide industry of colossal magnitude.

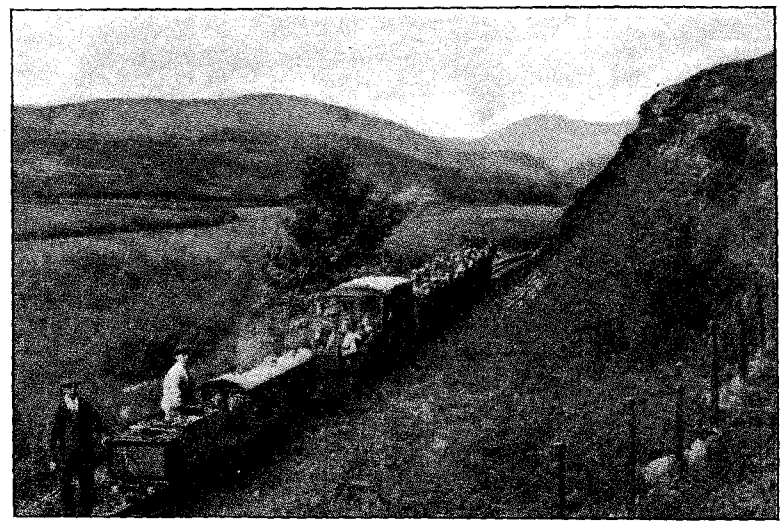
"What this move will mean to the rice interests can be imagined when it is taken into consideration that the new rice milk can be used with greater economy, and with remarkable benefit to health, in any case where cow's milk has been employed. It must not be overlooked that it is richer than ordinary milk, being in fact a cream superior to that which comes from the cow.

"Rice will be made the base of a host of delectable and nutritious foods. It will appear in a jelled form for use at soda fountains, in sundaes of all flavors. It will be adopted in candy factories as a filling for French creams, etc.

"In the frozen state it will be served in the same manner as ice-cream and sherbet, but, as will be seen, it can be eaten more freely and by persons who have hitherto had to abstain from frozen dainties.

"Only lately, after incessant educational advertising and publicity, have people come to know the importance of the vital element, vitamines, which is lacking in many of our daily foods. Ordinary meat and fish do not contain it at all. Milk is not as rich in it as was once thought. Too many everyday foods have been robbed of their vitamines in the process of manufacture. Care has been taken to avoid this fault in the preparation of rice milk.

"The use of rice as a milk, which will make it an important ingredient of the products of the bakery, candy factory, soda fountain and a host of other industries, as well as increasing its consumption in the home, marks a beginning of a new chapter in the history of dietetics."



LOADED TRAIN DRAWN BY ENGINE "COLOSSUS."

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LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

RISE OF A NEW OPERATIC STAR

"THE KING IS DEAD, LONG LIVE THE QUEEN," might have been said at the Metropolitan Opera on the night of December 1. For if it does not happen that the throne left vacant by Caruso is taken by a woman, then the signs will fail. Marie Jeritza, the Jugo-Slav soprano whom Mr. Gatti has brought here from Vienna, has already given two exhibitions of her power as a singing actress, and her triumph came in the less expected place. *Tosca*, the somewhat threadbare heroine of melodramatic opera, and not *Marietta*, the newest candidate for melodramatic vogue in an opera of the latest school, was her vehicle to fame. The critics say that the Metropolitan was shocked out of its composure at the power she showed as the Sardou-Puccini heroine. Opening her career here in the young Korngold's opera, "Die Tote Stadt," written for her, there was expectation of a sensation such as did not exactly realize itself. It was felt that the merciless young composer had set her vocal tasks that were beyond the powers of almost any human voice. To judge her thus as a singer seemed unfair. So the audience came together for her representation of *Tosca* with somewhat of the "show me" air. What the singer achieved in the testing second act was a revelation that came "like an avalanche which swept thousands into a frenzied demonstration of enthusiasm." No one is better qualified to speak such words than Mr. Krehbiel, of the New York *Tribune*, who has doubtless been present on every great occasion in the history of the house. "We can not recall a similar scene in all the history of the opera house, which has witnessed many a great artistic triumph. It was not applause; it was an emotional tumult; a tempest." Mr. Krehbiel goes on:

A NEW *TOSCA*,

Who gave the well-worn Puccini rôle such life that the sophisticated New York Opera House rose to her.

"We have had a number of fine representatives of the *Tosca* of Puccini and his librettists, and memory deals kindly with them all—with Ternina, Eames, Fremstad, Farrar. Mme. Jeritza's impersonation differed from them all. It was more than an embodiment of the operatic heroine, dramatically and musically; it was an incarnation of a woman far greater than the one conceived by the creators of the opera. It was Illica, Giacosa and Puccini, plus the soul of Sardou. It was Sardou sublimated by the subtle and powerful alchemy of music. Pose and gesture of infinite variety and grace, vocal utterance of irresistible eloquence gave meanings to phrases of which perhaps neither dramatists nor composer had dreamed. The line of demarcation between speech and song seemed to have been eliminated, and the clogs which music places upon action seemed non-existent. The entire gamut of vocal color was played upon to intensify the musical declamation, yet there was no hint at studied effect. The emotional stimuli seemed spontaneous, unvolitional; they came from within.

"Yet it was a manifestation of art, of a lofty conception of the province of art, and a marvelous capacity to embody that conception. The climax of the second act did not come with the vulgar killing of a libertine; it was reached when *Tosca*, perplexed in the extreme, poured out her agony in a heartbroken wail, which rose to passionate supplication and ended in the broken accents of despair.

"'Vissi d'Arte' has generally been a concert intermezzo, embarrassing to the progress of the tragedy. It has been sung so that the prima donna's admirers might applaud it, might even demand a repetition. Last night it was the despairing exhalation of a crusht heart, and on it the drama soared to its psychological height. It was sung as Mme. Bernhardt might have spoken it, yet it was song. It was dramatic song, like every word of dialogue which Mme. Jeritza uttered, the song of an actress who was a trained and gifted singer, of a singer impelled by the spirit of a great tragedienne.

"It was small wonder that Signor Scotti felt the inspiration of such a companion and revivified his always superb impersonation of *Baron Scarpia*. Gracefully, gallantly, almost reverentially, he made his homage to Mme. Jeritza every time the torrential applause summoned the pair before the curtain."

That Mme. Jeritza's triumph did not come on the occasion of her first appearance was due perhaps to a combination of causes. True, there was a loud welcome then and much applause, but to some it bore an air of speciousness, to which "Mephisto" furnishes the key in *Musical America:*

"She got a great reception and others during the opera and at the end, all of which she deserved, tho there were very many Germans in the audience that afternoon. They had come to welcome and support a compatriot and a person who had won distinction not only as an artist but as a renowned beauty.

"On her singing I would not like to render an opinion. The voice seemed a little hard in the upper register. When it comes to some of the high notes which have to be sustained, it sounds as if she were scooping them up from some musical reservoir. It were better to reserve full opinion with regard to her as a singer till she has had an opportunity in some other rôles, for it would not be fair to judge her by a first appearance, and especially in such an opera as Korngold has written."

Korngold, it may be interesting to recall, was a youthful prodigy in 1914, and THE LITERARY DIGEST of March 14 of that year contained an article on his "Sinfonietta," performed in Ber-

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lin by the Philharmonic orchestra under Arthur Nikisch. Richard Strauss then spoke of him as "one of the most remarkable musical geniuses that this age has seen." At the age of eight he began composing, and even in 1914 he had a considerable achievement to his credit, tho he was but sixteen. The war years made him drop out of sight to Entente nations, but now at twenty-three he reappears with an opera, "Die Tote Stadt," whose leading part was sung by Jeritza, for whom, in fact, it was written. Of this opera Deems Taylor writes in the New York *World:*

"In general, the faults of the score are those that would be expected of youth—lack of individuality, overemphasis, bad taste and emotional immaturity. Of Korngold's talent for composition there can be no question. 'Die Tote Stadt' is an amazing performance for a boy of twenty-two. He has rhythmic vigor, a sense of color and apt harmonization, and an unerring sense of what will get across in the theater. All that is incomplete is Korngold himself. He is not yet an individual. His score is crammed with reminiscences not only of other men's themes but of other men's minds and reactions. He not only sounds like Puccini and Mendelssohn and Wagner and Bizet and Liza Lehmann; he *is* each of these in turn. Once in a while one hears a new note, a voice as yet halting and almost inarticulate, that offers a promise of eloquence when the speaker shall have grown up. Unimportant as much of this music is, it always has vitality, always demands a hearing. Only, Korngold's voice is changing, spiritually speaking."

KORNGOLD AT 16.

KORNGOLD OF TO-DAY.

The composer of "Die Tote Stadt," who began to lisp in original numbers.

A rather complicated plot is this very modern opera, but Mr. Max Smith has given it in brief form in the New York *American:*

"In the ancient city of Bruges the morbid *Paul*, obsessed with a ghastly mania for *Marie*, long since among the departed, turns the cult of her memory into a sort of religious observance. Having discovered in *Marietta*, member of a traveling opera troupe, an extraordinary likeness to his former wife, he transfers his affections to her, callous to the entreaties of his friends.

"Falling into an ecstatic sleep, the true character of the worthless dancer is brought home to *Paul* in a series of visions that extend from the first act to the close of the third and last, when the poor dreamer, awakened no doubt by the fancied effort of strangling his mocking paramour with a treasured strand of *Marie's* golden hair, decides that the time has come to quit Bruges and to abandon his perverted cult of the dead."

Of Jeritza's performance in this opera, one paragraph from Deems Taylor in the *World* summarizes her difficulties and her achievement:

"If Marie Jeritza were not of heroic build and proportions the part of *Marietta* would be utterly impossible for her. As it is, she 'swooped' badly—that is, slid up to her high notes—in the last act of 'Die Tote Stadt.' If a woman of less strength, or a coloratura soprano (coloraturas are not expected to combine much volume of tone with their high notes) tried the part she would be voiceless before the middle of the second act. No wonder neither Mme. Jeritza nor Mr. Harrold was able to give a perfect performance, vocally speaking. The wonder is that they could give any performance at all. 'Modern opera does not produce great singing artists,' said Mr. Gatti-Casazza during his first interview with the newspaper men this fall."

BRITISH DEFENSE OF ARTEMUS WARD

THE JOYS OF LIFE may be spread thicker here than in foreign lands, so that those same lands have no idea of permitting us to scrap any of our armament of humor. When some of our college professors are for scrapping Artemus Ward as outworn and outlived, the London *Punch* comes to his rescue. The battalion against Ward must be formidable since North and South join in the attack. Prof. George Frisbie Whicher of Amherst thinks that his humor merely "marked the initial stage in the inevitable progress from pioneer jocularity to urbane irony." Prof. Nathaniel Wright Stephenson of the College of Charleston, S. C., as the Boston *Transcript* interprets him, "seems to suppose that he condemns Ward in linking his humor up with that of Abraham Lincoln, who, as a type, he says, 'illustrates the American contentment with the externals of humor, with bad grammar and ironic impudence.'" Lincoln, says Professor Stephenson, "shared the illusions of his day about Artemus Ward; when he tried to write humorously he did the same thing himself." *The Transcript* in mediating this difference of view between *Punch* and our professors observes as an axiom that "humor is an imponderable and an unmeasurable thing"; that—

"No professor was ever able to map it or chart it. The only thing certain about it is that all gravity is its legitimate prey—grave criticism along with the rest. The humorist may not be always funny, but the critic who seeks to weigh and measure humor never is anything else."

The Transcript recalls that *Punch* "made very good use of Ward while in England he was singing his swan song of fun and prodigiously amusing the whole British nation." Therefore there is good reason for their coming stoutly to Artemus's defense:

"Not only does it recall the whole world's spontaneous delight in him while he lived, but cites sayings of his that stand the test still. *Punch* challenges any normal person to read Ward's essay on 'Cats' to-day without a broad smile; if you can do it, quoth *Punch*, you 'must either be a prig or a professor—or both.' And *Punch* is right. The taste in humor changes, and the fine perfume of a man's wit fades away with the disappearance of the man himself from the scene. Yet the sayings of Artemus abide. We echo him unconsciously every day. His humorous discoveries have become commonplace. His noble sacrifice of his wife's relations on the altar of his country survives; we still praise G. Washington for never slopping over; we seek the reason of 'this thusness'; we are 'saddest when we sing,' and so are those who hear us; we quote the showman, and Betsey Jane; we have long since made a proverb of Artemus. His humor, whether or not it belonged to the order of buffoonery, was native, spontaneous, surprising and delightful. He could even bring satire to bear, as when he wrote of 'Traters'; 'Traters I will here remark are a onfortnit class of peple. If they wasn't they wouldn't be traters. They conspire to bust up the country—they fail and they're traters. They bust her and they become statesmen and heroes.' His personal sketches are broadly irreverent. If irreverence and the suggestion of incongruity are at war with true humor, then indeed our professor friends may be quite right in their judgment. . . .

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"Even the greatest humorists, after they are dead, need to be judged in the light of their personal quality, their look, their touch, while living. Artemus Ward has been gone so long that it may be difficult to do that. Yet we may all be glad that he lives again in the pages of such a biography of him as that of Don C. Seitz, a book now some three or four years old, in which a man who knew the conditions of life and the native flavor out of which Charles Farrar Browne sprang, and who himself possesses abundant humor, has enabled us to see Ward as he was, and to get into the spirit and genial current of his soul. We feel his influence, and we sorrow with him, for Ward was the victim of his humor. Entertaining the world, he was himself entertained to death. In the 60's the penalty of good-fellowship was terrible; in Ward's case it was tragical. The condition is illustrated—and the surprizing quality of Ward's humor is also exprest—in one of the stories Mr. Seitz tells. On his lecture tours, after finishing his public appearance, the humorist was expected to put in most of the rest of the night with the 'reception committee.' At one town in the West this committee was headed by the local magnate, who was also a distiller. He manufactured a brand of whisky of which the slogan was, 'Not a headache in a hogshead of it.' The distiller's product was plentifully set out, and the ceremonies took until about three in the morning. At about eleven the next day Ward came in to the local newspaper office looking very much the worse for wear. 'Oh, dear,' he said, 'I wish I'd taken a hogshead of it, because he said there wasn't a headache in a hogshead!'"

OUR DISAPPOINTING YOUNGSTERS

THE SHIVERS DOWN THE SPINE of the older generation that Ibsen taught us to expect from the knockings at the door at the hands of masterful youth seem not to function at present. Or, rather, the younger generation itself has ceased to function, if we take to heart the words of a writer in the New York *Evening Post*. With a disconcerting gesture he sends the younger generation "back to its muttons" with the admonition to "attend to its most pressing business, which is to create." Literature must go a-begging if they do not soon look up. It seems not enough to "dislike Tennyson," "believe in realism," "read De Gourmont," and disclaim responsibility for the war, which this writer sees as the hall-marks of the younger generation. The warning that is offered our youngsters must sound like a sort of knell: "The younger generation must pay its debt to time before it grows much older or go down among expectations unrealized." They have no small burden to bear in the face of the "uncounted hoards of the youthful in appearance who support the movies, are stolidly conservative in the colleges, never heard of De Gourmont, and have forgotten the war." So from this diagnosis, we must infer that the younger generation are far from a unity. To prove that their high peaks are not conspicuous the writer sets before them the older generation—"what actually it is, and who in reality they are":

"The general impression seems to be that they are the Victorians, they are Howells and his contemporaries, they are the men and women who created the family magazine, invented morality, revived Puritanism, and tried to impose evolution on a society that preferred devolution by international combat. But these men are all dead, or have ceased writing. They are not *our* older generation. It is true that they are famous and so convenient for reference, but it is not accurate nor fair to drag them from their graves for purposes of argument.

"The true older generation, of which one seldom hears in current criticism except in terms of abuse, remains to be discovered, and we herewith announce its personnel, so that the next time the youthful writer excoriates it in the abstract all may know just whom he means. Among the older generation in American literature are H. L. Mencken and Mrs. Edith Wharton, Booth Tarkington and Stuart P. Sherman, Miss Amy Lowell and Mr. Frank Moore Colby, Robert Frost and Edwin Arlington Robinson, Vachel Lindsay and Carl Sandburg, Mrs. Gerould and Professor William Lyon Phelps, Edgar Lee Masters and the editors of *The Literary Review*, Joseph Hergesheimer and most of the more radical editors of New York. Here is this group of desiccated Victorians, upholders of the ethics of *Mr. Pickwick*, and the artistic theories of Bulwer-Lytton. Here are the bogies of outworn conservatism, numbered like a football team. Mark their names, and know from now on that most of the books that you have supposed were solid in artistry and mature in thought, tho perhaps novel in tone or in method, were written by the older generation.

"Perhaps when the younger generation pretend to confuse their immediate predecessors with Ruskin and Carlyle, with Browning, Emerson, Hawthorne, Longfellow, and Matthew Arnold, they are merely strategic. For it is still dangerous to assault the citadels of the great Victorians with no greater books than the youthful volumes of 1918–1921, no matter how many breaches the war has left in the walls of their philosophy. It is far easier to assume that they are still alive in pallid survival, and to attack a hypothetic older generation, which, representing nothing real, can therefore not strike back."

It must be a sad blow to the youngsters, burdened with their responsibilities, to hear its generation summed up thus:

"It is vigorous, prolific, and, to our judgment, full of promise, but so far has done little or nothing not summarized in these words. It must pay its debt to time before it grows much older, or go down among expectations unrealized. It has few hours to waste upon attacking an older generation which, as it is described, does not exist except in youthful imagination, a generation actually of the middle-aged which in the meantime is bearing the burden of invention, creation, revolution in art while the youngsters are talking."

THE ILLS OF WELLS

WHETHER MR. WELLS WILL EMERGE as the Playboy of the Conference the further development of his case will decide. He came as a reporter and he remained as a censor, particularly of France, with opinions so "indecorously" exprest that the London *Daily Mail* relinquished his services. "Tell Wells that the anti-French bias of his recent articles is destroying their value in this country and in France, and they are thereby falling very far below the magnificent promise of his first articles, which I think was one of the best newspaper articles ever published." So ran the message from the editor of *The Daily Mail* to its special correspondent in Washington. Wells replied that he couldn't change his opinions; and the answer was: "Tell Wells I am not asking him to change his opinions but to express them more decorously with regard to France." The exchange did not seem to mend matters and Mr. Wells's articles ceased appearing in *The Daily Mail*. Newspaperdom both here and in England were amazed. "It is the most extraordinary chapter in the history of editors and contributors I can recall," says a writer in the London *Evening Standard:*

"What interest can the public conceivably have in the correspondence of editor and contributor? It is the very essence of such correspondence that it should be regarded as confidential. The whole value of Mr. Wells's opinions consisted in fact that they were Mr. Wells's. Some people agree with Mr. Wells, others are violently at variance with him, but the great number of people who care very little for what *The Daily Mail* thinks on any subject care a great deal for what Mr. Wells thinks on every subject, and it would be quite fatal from Mr. Wells's standpoint if the idea gained currency that his views were colored by editorial suggestions at any time."

The New York *World*, which engaged Mr. Wells, told him to "write what he regarded as truth" and reminded *The Mail* that they were but sub-contractors, saying in a telegram, as their columns inform us:

"In what circumstances did *The Mail* assume to attempt to give instructions to Wells, who is writing for the *World*, not *The Mail*? *The Mail* has been guilty of grave discourtesy and one that the *World*, and no doubt Mr. Wells, resents. Any communications with Mr. Wells are to be made through this paper. We must insist that you refrain from further communication except through us.

"Mr. Wells is under the same instructions every member of the *World* staff is, which are that there are no instructions beyond the obligation to write the truth as he sees, with no lean-

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ing one way or the other because of any implied position of the paper's editorial policy. The *World's* news columns have no policy except the publication of the truth.

"With regard, "THE NEW YORK WORLD."

When the matter reached this stage, the London *Star* comments:

"It now appears when the editor of *The Daily Mail* took upon himself to 'tell Wells to moderate his tone in regard to France' he was guilty of a great piece of presumption, inasmuch as he merely held a kind of right to second publication of Mr. Wells's Washington articles, which were written for the New York *World*. Incidentally, the *World* lays down a very sound conception of journalistic ethics."

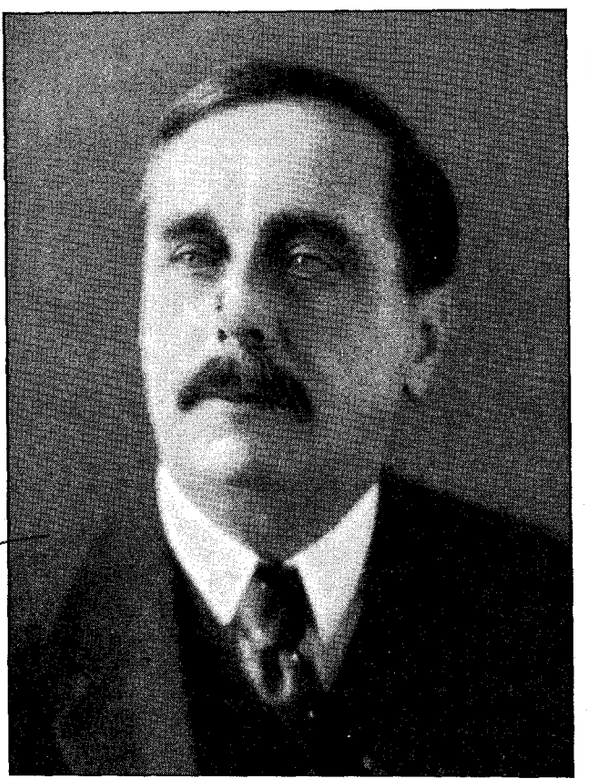
The Manchester *Guardian* thought France could hardly take offense, however frankly Mr. Wells exprest his views, since "French publicists have never hesitated to express themselves with all point and sting about the British Government and Premier when they disagreed with our actions." But Mr. Ferdinand Tuohy cables from Paris to the *World* another view, quoting Jacques Bainville, the foremost writer on international policies, to this effect:

"It must always be remembered that Wells is a Socialist. Who are France's greatest enemies all over the world if not the Socialists and Liberals generally? Our greatest friends in all countries are the reactionaries. In England the newspaper most friendly to us is the *Morning Post*, the journal of the British reactionaries.

"Mr. Wells gets his views of France from *Humanité* and other of our Socialist papers. His ideas are not new, but at least forty years old.

"I have the greatest admiration for him as a novelist, but his ideas on politics are only worthy of being consigned to the waste basket. He is out of his right place in Washington. It is just as if France had sent Jules Verne to do political journalism when he was at the height of his fame.

"The great part of hostility to France in the Anglo-Saxon world is traceable to Mr. Wells's non-conformist upbringing. The case of Premier Lloyd George is exactly similar to that of the writer. To people who preach in chapels it always seems peculiarly easy to find grievances against France."



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THE JOURNALISTIC WELLS,

Whose reports from the Conference have set the newspaper caldron boiling.

In accord with this, too, is Auguste Gauvain, editor of the *Journal des Débats*, who regards Wells as "no reporter at all," but "a romancer who is full of ideas, but gets carried away with them." The *Petit Parisian* bought the French rights to the Wells articles, but also ceased publication, as Senator Paul Dupuy, its owner, explains,

"on account of the flagrant bias against France that they showed. The incident raises a most important question. The very growing responsibility of the press on international politics renders ill-considered, exaggerated pushing of ideas extremely dangerous."

To point this quarrel we quote a paragraph from Mr. Wells's article in the New York *World* on the day following Premier Briand's address:

"The plain fact of the case is that France is maintaining a vast Army in the face of a disarmed world and she is preparing energetically for fresh warlike operations in Europe and for war under sea against Great Britain. To excuse this line of action M. Briand unfolded a fabulous account of the German preparation for a renewal of hostilities; every soldier in the small force of troops allowed to Germany is an officer or non-commissioned officer, so that practically the German Army can expand at any moment to millions, and Germany is not morally disarmed because Ludendorff—M. Briand quoted him at some length—is still writing and talking militant nonsense.

"Even M. Briand has to admit that the present German Government is honest and well-meaning, but it is a weak Government. It is not the real thing. The real Germany is the Germany necessary for M. Briand's argument. And behind Germany is Russia. He conjured up a great phantom of Soviet Russia which would have conquered all Europe but for the French Armies and Poland. That iniquitous attack of Poland upon Russia last May was, he assured his six quiet-eyed auditors and the rest of us, a violent invasion of Western civilization by Russia.

" 'There were those in Germany,' he said, in a voice to make our flesh creep, 'who beckoned them on.' The French had saved us from that. The French Army, with its gallant Senegalese, was the peacemaker and guardian of all Europe.

"One listened incredulous. One waited still incredulous to hear it over again from the interpreter. Yes, we were confirmed; he really had said that. Poor, exhausted Russia, who saved Paris, desiring nothing but to be left alone; bled white, starving, invaded by a score of subsidized adventurers; invaded from Esthonia, from Poland, from Japan, in Murmansk, in the Crimea, in the Ukraine, on the Volga, incessantly invaded, it is this Russia which has put France on the offensive-defensive!"

Apparently Mr. Wells's behavior need have surprized nobody, for before he ever began to speak everybody must have known what was to be expected of him. This seems to be the assumption of one of Mr. Mark Sullivan's letters to the New York *Evening Post:*

"Of course, Mr. Wells is not really going to 'report' the Conference. It would be a most uneconomical use of genius for him to do so. Mr. Wells has a set of ideas about the future relations of the nations with one another which he believes in with exalted ardor. He has also a body of readers which composes a following probably larger than is possest by any other English or American writer. Obviously, what Mr. Wells is going to do is to use the pulpit from which to preach these ideas. In this rôle the presence of H. G. Wells outside the Conference door is fully as important an event as the presence of any one statesman who is going to be inside. Mr. Wells is a very great man. To say that he is the greatest of living writers of English is, perhaps, a loose and indolent way of describing him; but it is a description with which those who agree far out-number those who disagree. To say that Mr. Wells is in Washington to report what is going to be said and done by, let us say, Arthur Balfour, would reflect a conspicuous defeat in the sense of relative values. A more accurate picture of the true proportion of things would be to have Mr. Balfour acting as stenographer to Mr. Wells."

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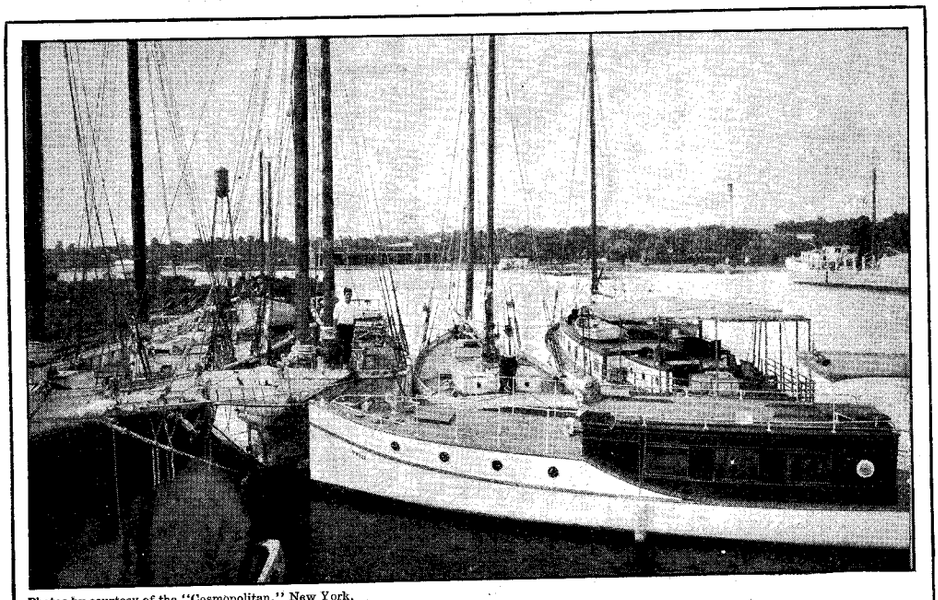
RELIGION-AND-SOCIAL-SERVICE

PROHIBITION UNDER THE FIRE OF RIDICULE

"THE UNITED STATES is falling off the water wagon," declares an investigator who has quested through the country for information, hobnobbed with bootleggers, talked with enforcement agents, and followed some of the well-traveled rum routes which to-day lace the country in a thoroughly organized traffic. Blame for this state of affairs is laid largely to the fact that prohibition has become the nation's chief butt of ridicule. It is in danger of being laughed out of court. The indications are that "we have come to the last test of prohibition in the United States," writes William G. Shepherd in the *Cosmopolitan Magazine*. Mr. Shepherd was especially employed by this magazine to gather information on the extensiveness of bootlegging, and he reports that "studying the stages through which we have passed, any investigator who follows the liquor trail through the United States to-day as I have, who feels public opinion, and then dips into the bootlegger's world to converse with its hardy, daredevil, but richly repaid members, must realize that unless there is shortly a change of sentiment in the United States, prohibition is done for."



Photos by courtesy of the "Cosmopolitan," New York.

WHISKY CARRIERS ANCHORED BY ENFORCEMENT AGENTS.

Small craft like these run the gantlet daily to smuggle whisky into the United States.

Rum-running and bootlegging, we are told, have become an industry which makes millionaires almost overnight. It is said to be possible to get whisky anywhere in the United States. Near the Atlantic seaboard the law is so easily evaded that whisky costs only three times its pre-prohibition price. Leaks which revenue officers and enforcement agents are unable to plug extend all along the Canadian and Mexican borders, and along the Gulf Stream runs daily a cargo of intoxicants which dribbles all through the country. Open and flagrant mockery of the law helps make all this possible, and if this joking stage is the last and final stage through which the law is to pass, says this investigator, "then prohibition has been laughed out of court, in the old American fashion, and the United States is going to be wet, tho saloonless. The fourth stage, if there be one—and there is every reason for an observer who has scoured the country as I have to believe that there will be a fourth stage—will have few laughs in it." Ten years hence somebody will be drinking alcohol in the United States. "Whether it will be all of us or only a few of us depends, at this very moment, on how the every-day man in the United States—the man who wanted his home dry and was willing to go dry himself—regards the prohibition law and its enforcement. Judges may interpret its horns off, but he can laugh it to pieces."

We must admit that the situation is very grave, observes *The Christian Statesman*, organ of the National Reform Association, declaring that "the American people are on trial as certainly as is the Eighteenth Amendment," and that "America will sink decidedly in the moral scale in the eyes of the world, if prohibition is nullified." Little discernment is required to discover that recently "the American people have become the victims of a country-wide system of propaganda in favor of the liquor traffic," asserts *Zion's Herald* (Methodist). This attempt to mold public opinion, it says, proceeds by subtle suggestion and indirection. "News items chronicling the failures of prohibition in various localities, reports of a tremendous increase in the use of narcotic drugs as a result of the dry movement, assertions as to the 'breakdown' of the courts because of the multitudes of violators, stories and interviews showing that 'there is more liquor drunk now than before we had prohibition,' and other similar pieces of newspaper intelligence help to poison the thinking of the American public." Criticizing the spirit of jocularity being excited against the law, *The Herald* declares:

"The situation indicates a plain duty for every Christian. Instead of calmly enduring these floods of misstatement, abuse, and ridicule of the temperance reform, which stands for the highest welfare of the race, earnest, thinking men and women should protest against the propaganda in the name of respectability and righteousness. Editors of newspapers ought to be challenged to reveal the source of their information when manifestly misleading statements appear in their journals. Cartoons slandering preachers and temperance reformers should bring letters of rebuke from decent people, with the warning that the guilty journal must not repeat such presentations. A little robust reaction from the readers of publications that have become channels for the distribution of propaganda created by the liquor forces will speedily open the eyes of easy-going editors and publishers to the folly of lending themselves to the nefarious business of espousing the cause of intemperance.

"Ridiculing prohibition, however, has wider implications than those involved in the attempt to nullify temperance legislation. Let newspaper writers, cartoonists, vaudeville players, and moving picture actors, in league with the actual breakers of the Volstead Law, continue their attempts to make a joke out of prohibition and they will succeed in undermining respect for all law. Already, in these United States, there is too little regard for moral and civic authority, accompanied by a growing tendency

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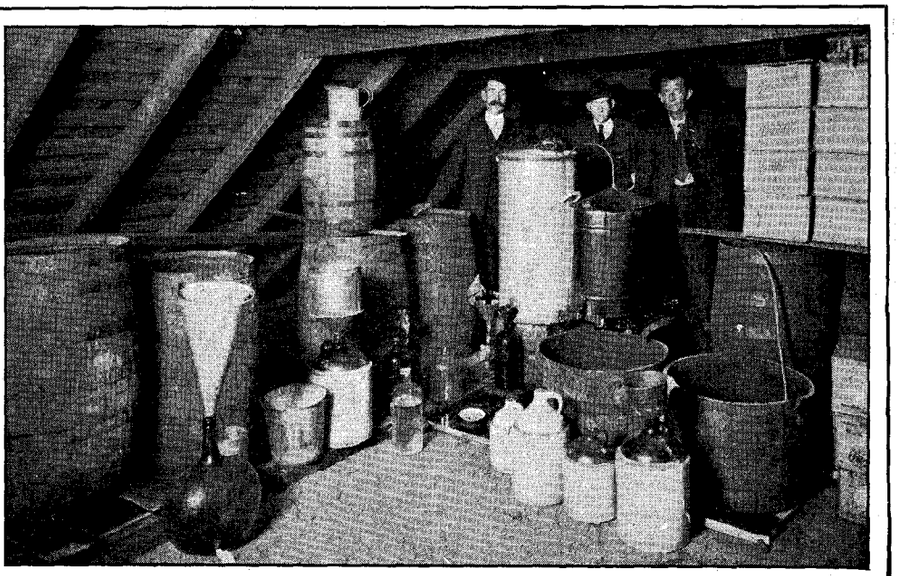
to consider an act in violation of law legitimate, provided the perpetrator is not caught. There may be too much autocracy in Europe, and too much servility on the part of the common people, but even to-day on the Continent, war-torn as it is, men and women have a more wholesome respect for law than do the vast majority of Americans. The miners and sappers of the liquor traffic are at work here on the very foundations of our liberty. By the use of money and by their blatant disregard for the will of the majority, they are promoting a state of open anarchy.

"It is the duty of church people and all lovers of decency to educate, if possible, these enemies of freedom in the manners of respectable society, which requires that the desires of the individual be surrendered if necessary for the sake of the well-being of the majority in the group. If, however, these lovers of liquor cannot be trained into worthy citizenship, then they must be restrained and kept from doing harm. This coercion is also the business of a virile Christianity."

Whether Prohibition can be made to work "depends largely upon the support of public sentiment," says Bishop William Lawrence, of Massachusetts, in a symposium published in *The Churchman* (Episcopal). "Persistent education of the people in the facts and improved conditions wrought by prohibition will help much." In the same symposium Clinton S. Quin, bishop coadjutor of Texas, declares that the attitude of the clergy on "the prevalent evasion of the Prohibition Amendment should, without a shadow of a doubt, be one of clear-cut, emphatic, strong and fearless support, without a suspicion of weakness or equivocation."



MOONSHINERS FIND NEW USE FOR THE ATTIC.

Wily "hooch" makers keep Prohibition agents running from cellar to roof to ferret out their stills.

THE NEED FOR PERSONAL DISARMAMENT—Murder decreased in the United States last year, "but not enough to brag about," and the need for individual disarmament goes without saying. While peaceful collectively, this nation, says the New York *Herald*, "is over-much militant individually in some regions." Dr. Frederick L. Hoffman, statistician of the Prudential Insurance Company, estimates, we are told, that there were 9,000 murders in the United States in 1920, or slightly fewer than in 1919. A glance over the homicide record of the last twenty years is discouraging, admits the *Herald* in thus summarizing Dr. Hoffman's report:

"In the thirty-one cities of which Dr. Hoffman keeps track, the average homicide rate for each 100,000 of population has risen from 5 to 8.5. Memphis retains the lead it has held for years, altho it fell from 70 homicidal deaths in 100,000 of population—its record just before the war—to 63.4. Memphis is followed on the list by other Southern cities where negro populations are large; Savannah, 44; Atlanta, 40; Charleston, 36. Baltimore, with 7, is the most peaceful of Southern cities.

"The safest of the thirty-one cities is Rochester, with a rate of 1.3, but Reading is close behind with 1.8. New York has 5.9 homicides in each 100,000 of her people. Philadelphia's rate is about the same. Milwaukee, with 3; Newark, with 3.4; Buffalo, with 4.1, are in the moderate class.

"There are wide contrasts in the homicide rates of the States. Maine is the most law-abiding, with only 1.5 homicides yearly in 100,000 people. New Hampshire and Vermont are next. The darkest record is that of Mississippi, where the rate is 19. Of all the Northern States Montana is reddest, her rate being 13.

"Some American cities, like Memphis and Savannah, should confer among themselves on the limitation of individual armament."

HOMES BETTER THAN ORPHAN ASYLUMS

NORMAL FAMILY LIFE for dependent children is far better than institutional upbringing, according to a recent experiment carried out in Ohio, and the change, in addition, represented a financial saving to the community. When the children's home in Hancock County, Ohio, became too ramshackle for further use, the State Division of Charities suggested, as it had often suggested before, we are told, that the boarding-out system be tried. An ordinary dwelling in Findlay, the county seat, was rented as a receiving home, and boarding homes were secured for the little inmates through the efforts of a visitor, after a thorough, personal examination as to their fitness. The success of the experiment, writes Mary Irene Atkinson, of the Ohio Department of Public Welfare, in *The Survey* (New York), was at once proved in the better health of the children, and was hailed by former doubters as a great step forward in the rearing of these wards of the State. The writer quotes from a commendatory letter from the president of the county board of trustees, who had been possest of the "institutional habit," written to the Department of Public Welfare, from which we give this extract:

"You should hear our doctor. He told me only two days ago that he hoped a new orphans' home would never be built. We told him it would not be, if our board had anything to say about it. He said, 'When you first started this scheme last January, I thought it was the darndest plan I ever heard of, and I was about ready to quit looking after the children. I thought I could not possibly do it if they were scattered all over. But I am simply delighted with the results. The children are so different. They act just like other boys and girls now. They come to my office and I can do much better by them. Now that we have finished our routine of reexaminations and corrections for the year, I can see the greatest difference in the physical condition of the children, as well as their more normal social reactions. I hope to live to see the day that the big institution which houses normal children will be a dead proposition.'"

The school work of all the children also showed a marked improvement, says the writer. Instead of going to the same school building, the "orphans" were scattered through the various school systems of the city, and the new contact and the breaking up of the institutional group was found to be a tremendous advantage. "The stranger who came into the school-room could not possibly distinguish the dependent children from the others." As for the health of the children the writer says that—

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By courtesy of "The Continent," Chicago.

THE YOUNG SHAREHOLDERS OF NEW YORK COMMUNITY CLUB ENJOYING THEIR OWN BACKYARD.

"In August, 1920, when the nurse from the Institution Inspection Bureau assisted the local physician in making physical examinations of the children it was found that 48 per cent. were of normal weight. In July following, 72 per cent. were of normal weight. While there were changes in population, the type of children being cared for was practically the same. The food under the old régime was wholesome and the change in nutrition is due not so much to food as to better living conditions and individual care and attention.

"The boarding-out plan has not interfered with finding free homes. The visitor is continually investigating applications of prospective foster families. Some of the boarding homes have developed into free homes."

A GIRLS' INVESTMENT IN THEMSELVES

THE MOTHERHOOD OF THE NATION to-morrow depends on the girls of to-day, and that is the idea behind the Girls' Community Club in New York City—a club in which every girl is a shareholder and a director. The girls—three hundred of them—govern themselves, their home, their business and their social life, and have all sorts of privileges which they could not enjoy singly or unaided. Knowing that cumbersome government is slow-moving and unsatisfactory, and that in these days of intellectual freedom there is much casting of yokes, writes Ada Patterson in *The Continent* (Presbyterian), this club made its constitution a brief one and its by-laws are nearly wordless. "It tolerates no 'lights out' laws, no 'Home at 10' tyranny," so that the girls may stay to the last act when they go to a movie. Operated something like a Christian republic, says Miss Patterson:

"It is an upright, eye-to-eye, shoulder-straight government. Its declaration of independence is: 'We believe in respect for ourselves, for each other, in winning it from the world.' No institution, no patronized 'home,' no 'beneficiary of my bounty,' is the club, but a paying proposition yielding, according to the season and conditions, from 4 to 10 per cent. on the investment, a fact which would cause any business man to assume the square-shouldered, frank-eyed attitude of the republic of girls."

The organization was founded about two years ago by Miss Cornelia Marshall, with the aid of several wealthy women of New York interested in the problem presented by the city girl whose pleasures and privileges are limited by the lightness of her purse. Then "girls who had fought the fight for health and sustenance at—let us say, inadequate—boarding-houses, or in hopeless rooming-houses and 'eating out,' filled the sunny, airy rooms, strolled the rear balconies, overflowed upon the large gardens at the back, breakfasted, lunched and dined in the appetizing cafeteria, slept upon clean, fresh beds that wooed sleep." The joy of possession was followed by a sense of responsibility:

"It was their home, but they must manage it. They must make it pay. Accordingly, they formed a council and divided into committees. The entertainment committee arranged evening entertainments, including dances at the club. There were parlors in which they might receive their men friends. No more street strolling nor park lingerings in pursuit of those confidential chats that make for understanding. Dignity was to be added to their romances. No longer dread of the casual passer-by who, catching their mutual gaze, says with cruel distinctness: 'Another pair of spoons!' The parlors had pleasant corners and alcoves in which privacy was assured.

"The library committee learned the tastes of the club members, arranged a list of suitable books and placed them on the waiting shelves. It sternly guarded its new books, threatening a fine for loss or defacements. The garden committee cut the grass, planted, weeded and watered the flower plots. The club council presided seriously over all. It met, heard reports of the committees, recommended ways and means. Last winter it was determined to increase its own board rates.

"The club developed the spirit of a large and harmonious family. There are clerical workers, private secretaries and stenographers, librarians, students, milliners, textile designers, saleswomen, social workers, waist models, dress models, kindergarten teachers, illustrators, a dressmaker, a messenger and a dramatic coach—all enjoying the benefit for from $9 to $12.50 a week."

The girls' club is supplemented by a club for landladies known as The Association to Promote Proper Housing for Girls, which is kept interested and up-to-date by frequent lectures on sanitation and decorations, furnishings and diet. Two model rooming-houses next to the bureau are always open for interested inspection. Standards are kept always to the front—cleanliness, suitable furnishings, ample heat, telephone in the house or near by. Boarding-houses and rooming-houses are thus classified by the association:

"A. Provides accommodations which can be recommended to the person of critical taste. It must be in charge of a woman of ability and excellently kept. It must have a parlor for the use of its guests.

"B. A comfortable place for an average person; must also be in charge of a responsible person. It may or may not have a parlor, but only adults will be sent if there is none.

"C. A comfortable place for the business girl or woman. The requirements for a responsible person in charge and for a parlor are emphasized, and if there is no parlor only adult women are sent."

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CURRENT POETRY

Unsolicited contributions to this department cannot be returned.

THERE is a fine imagination here in the verses built from a line in the New York *Times*. They fit the day and the hour:

THE PHANTOM FLEET
A Legend of 1935

"The Scrapped, the Unborn and the Unchristened Ships—The Phantom Fleet That Will Help to Keep the Peace of the World."

—The New York *Times*, Nov. 15, 1921.

BY CORA HARDY JARRETT

Open the door of their kennels,
And whistle them forth to die,
The silent old sea-mastiffs
Dark in their docks that lie.
There's many a seaman's bosom
Will heave with a sobbing breath
When the giant gray sea-mastiffs
Steam out to drink their death.

—— So we called to their keepers,
And we stood and watched them drown;
Dogged and dour and silent,
Our dogs of the sea went down,
Died for a word and a vision.
While the wise ones prattled of peace,
And the keen ones sketched new dreadnoughts
When the ten years' truce should cease.

Hearts of men, ye are shifting
As the shifting sand that blows,
But the deep-drowned heart of iron
Is stedfast to what it knows;
The deep-drowned old sea-mastiffs
Had still a watch to keep
Against the day of new-born fray,
Shaking the peaceful deep.

. . . . . .

When the fleet went steaming seaward,
And the other fleet drew in,
Two grim half-moons of battle
In a morning-twilight thin,
Ere ever a gun had spoken,
Men heard a seaman shout,
And—those gray points that prick the wave,
Are they masts and funnels, or do we rave?
They rise, they loom—from its resting-grave
The Phantom Fleet rides out!

Up from the floor of ocean,
Gray with her ancient slime,
Dripping arose the dreadnoughts,
The monsters of their time:
Rolling brine from their scuppers,
Rocked by an unseen swell,
They hailed the younger squadrons,
Foeman and friend as well.

"We bowed our heads to the ocean,
We drank her bitter brine;
We went to our death unconquered,
Mighty ships of the line;
We had carried our lives like banners,
But gladly we laid them down,
All for a word and a vision
And an end that Peace should crown.

"Will ye make of us a mocking?
Shall we have died for naught,
When we veiled our heads with the waters
And gave up the fight unfought?
We are the Phantom Squadron
With the barnacles on our rails,
And when we rise to battle,
By God, ye shall turn your tails!"

The wise ones tell of parleys
By which the fight was stayed,
But ask the frightened gunners
That clung to the rails and prayed!
Courage was there, and guns to spare,
For foes of mortal breath,
But who can fight with a squadron
That has broken the doors of death?

So one fleet faded eastward,
And one fleet faded west,
And the wise ones told the story
In the words that pleased them best;
But the seaman know—and they tell it so—
That when men s hearts were hot,
The old sea-dogs the danger heard,
The drowned sea-mastiffs waked and stirred,
And rose to war for the warrior's word
And the Peace that men forgot.

WE must let the moderns have their way but we might wish, since realism is their god, that they do not go to the dentist or the doctor for help. Otherwise, those of us at least who are turning towards the twilight will like Christopher Morley's lines. And if *The Atlantic*, where we see them, doesn't complain, need we?

SOLILOQUY FOR A THIRD ACT

BY CHRISTOPHER MORLEY

What is this sullen curious interval
Between the happy Thought, the languid Act?
What is this dull paralysis of Will
That lets the fatal days drift by like dreams?
Of the mind's dozing splendors what remains?
What is this *Now* I utter to you here?

This Now, for great men dead, is golden Future;
For happier souls to come, conjectured Past.
Men love and praise the Past—the only thing
In all the great commodity of life
That grows and grows, shining and heaping up
And endlessly compounds beneath their hands:
Richer we are in Time with every hour,
But in nought else.—The Past! I love the Past—
Stand off, O Future, keep away from me!

Yet some there are, great thoughtless active souls,
Can use the volvant circle of the year
Like a child's hoop, and flog it gleefully
Along the downward slope of busy days;
But some, less lucky.
What wretch invented Time and calendars
To torture his weak wits, to probe himself
As a man tongues a tender concave tooth?
See, all men bear this secret cicatrix,
This navel mark where we were ligatured
To great Eternity; and so they have
This knot of Time-sense in their angry hearts.

So must I die, and pass to Timeless nothing?
It will not, shall not, cannot, must not be!
I'll print such absolute identity
Upon these troubled words, that finding them
In some old broken book (long, long away),
The startled reader cries, Here was a Voice
That had a meaning, and outrode the years!

NOT to forget the reburied soldier too quickly, here are verses from the New York *Times*, where the note of mourning is changed into one of continued life. Tho buried, the soldier's work goes on:

ONE SHALL PREVAIL

BY ROSELLE MERCIER MONTGOMERY

One shall prevail there at the Conference
Where nations meet to draw the fangs of war—
One shall prevail, but not by eloquence,
For he is silent, as the strong ones are!

All silently he yet shall dominate—
At last the strong one comes into his own!
And he shall bend the will of all the great—
He whom the sorrowing world calls "The Unknown"!

He who beneath the mold of lilied France
Lay so long nameless mid the countless slain,
Until his grieving country sent for him
To ease her heart—to bring him back again!
What tho he lies forever, now, close prest
Against his mother-country's aching heart?—
Yet he, who stirs not in his dreamless rest,
Shall at the Conference still play his part!

He, who in all simplicity but bore
His soldier's part, is honored above Kings—
And in the parleys none can now ignore
The message that "The Unknown Soldier" brings.

With silent power at the Conference
He shall prevail, altho no word be said,
For how has he the need of eloquence
Who is the emissary of the Dead?—

Ambassador of those behind the veil—
The mighty army of the sacred slain,
Who would come back, come back, if he should fail,
If all their martyr blood were shed in vain.

They would arise and roam the earth and cry—
And very dreadful would it be to hear!—
"Oh, statesmen of the world, why did we die?
Why lie we here—we who held life so dear?"

This is the message that "The Unknown" brings
Back to the world from those behind the veil—
They will not dare ignore earth's honored ones—
There at the Conference he shall prevail!

THE lyrics of Aline Kilmer, says Laura Benet in the New York *Evening Post*, "might well have been written beside a remote lake, or in a green field of ancient Ireland, while wild birds cried overhead. The common lot of woman is here—the muteness, the pity, the hunger of the heart shine exquisitely fine." From Mrs. Kilmer's new volume "Vigils," we quote this in illustration of Miss Benet's appraisement:

ATONEMENT

BY ALINE KILMER

When a storm comes up at night and the wind is crying,
When the trees are moaning like masts on laboring ships,
I wake in fear and put out my hand to find you
With your name on my lips.

No pain that the heart can hold is like to this one—
To call, forgetting, into aching space,
To reach out confident hands and find beside you
Only an empty place.

This should atone for the hours when I forget you.
Take then my offering, clean and sharp and sweet,
An agony brighter than years of dull remembrance.
I lay it at your feet.

NOT all of the book is given over to moods of emotional intensity. Here is an example of the writer's whimsical humor:

SONG AGAINST CHILDREN

BY ALINE KILMER

O the barberry bright, the barberry bright!
It stood on the mantelpiece because of the height.
Its stems were slender and thorny and tall
And it looked most beautiful against the grey wall.
But Michael climbed up there in spite of the height
And he ate all the berries off the barberry bright.

O the round holly wreath, the round holly wreath!
It hung in the window with ivy beneath.
It was plump and prosperous, spangled with red.
And I thought it would cheer me, altho I were dead.
But Deborah climbed on a table beneath
And she ate all the berries off the round holly wreath.

O the mistletoe bough, the mistletoe bough!
Could anyone reach it? I did not see how.
I hung it up high that it might last long,
I wreathed it with ribbons and hailed it with song.
But Christopher reached it, I do not know how,
And he ate all the berries off the mistletoe bough.

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PERSONAL · GLIMPSES

KATO AS "THE SOUL-MAP OF JAPAN"

A SMALL MAN, "suffering from an embarrassment of riches in the form of bones," sat beside Secretary Hughes in the first of the official carriages that met the Japanese delegation when it arrived at Union Station in Washington. "I watched the scene from amidst the curious mob that packed either side of the driveway," writes Adachi Kinnosuki, the Japanese author and publicist, who is reporting the Arms Conference for the New York *World*. "I watched it with mingled emotion, marveling at the hugeness of responsibility of our envoys, and at the slenderness of the shoulders upon which such stupendous responsibility was resting." One of the correspondent's neighbors remarked, pointing at Admiral Kato: "He doesn't look like he ever had a square meal in his life; looks a bit like the map of Japan." This casual remark of a stranger, says Mr. Adachi, "portrays the ranking member of the Japanese delegation to the Arms Conference much truer than the official biography of Admiral Baron Tomosaburo Kato, Minister of the Navy of Japan, ever thought of doing." This is especially true, we are told, "if the author of the careless remark meant what he did not mean, namely, that in that slender collection of skin and bones we know under the name of Admiral Kato there rests a dauntless spirit that looks like the soul-map of Japan." The writer goes back to Kato's great moment in the Russo-Japanese War:

Photo from Adachi

JAPAN'S ADMIRAL-DELEGATE, WITH HIS SMALL SON.

The head of the Japanese group at the Arms Conference, Admiral Tomosaburo Kato, was Togo's chief of staff in that great battle which destroyed the Russian Baltic fleet. He is said to be taciturn and unemotional, but determined.

It was on the 27th of May and the year was 1905—perhaps the most fateful year in the life of the New Nippon. The *Mikasa* was leading the combined fleet of Japan out of a Korean base athwart the Korean Strait to intercept the Baltic Squadron of Russia. Early in the afternoon of the day the leading ships of the Russian fleet blurred the horizon to the port of the Japanese ships. Upon the bridge of the *Mikasa* were two silent figures. One of them was Admiral Togo, the Commander-in-Chief of the Combined Fleet, and the other was his Chief of Staff, the then Rear-Admiral Tomosaburo Kato.

At the sight of the Russians, signals began to fly thick and fast. All the commanding officers of various Japanese ships called for instructions; all of them were impatient for orders, and some of them demanded to know the reason for the delay. Not only did the commanding officers of individual ships of the fleet show their impatience at the delay of the order for immediate course of action, but there were aboard the flagship itself a number of young tacticians among the members of Togo's staff boiling with a hundred suggestions on the plan of battle.

In all this turmoil Admiral Togo stood there on the bridge, as calm, as silent, for all his outward appearances told, as the silhouette of Tsushima, looking on the fateful drama, and not far from the Commander-in-Chief stood his Chief of Staff pale, lean, frail and as silent as his chief. About the only difference between them was that Kato had his arms folded across his breast.

Was Kato to order the Japanese fleet to steer the opposite course to that of the Russians and rake the enemy ships with the port broadsides as they steamed past? Or was he to order our ships to steam in a parallel course and fight the Russians as they made their northward way? Those were the two main lines of action in the minds of almost all the commanding officers with the Japanese fleet. And there stood Kato, with the key of life and death of the entire fleet in his hand—silent and still. And the Russians came on.

Suddenly the folded arms of the Chief of Staff uncoiled themselves; the signal flew and the plan of battle whose daring passed all the understandings of swivel-chair tacticians, passed into history.

And the same silent figure, Mr. Adachi continues, is now in Washington. This time, of course, he is not on the bridge of Togo's famous flagship, "but his country is calling to him once more to decide the course the ship of state is to take in the fateful hour. And the eyes of practically the whole world are upon the silent sailor and his fellow envoys to the Arms Conference."

"What manner of man is this silent sailor?" asks the writer, and thus continues his appreciation:

In the historic town of Hiroshima, on the world-famed Inland Sea of Japan, there is a street called Ohtemachi. And in it is a humble house, incredibly frail for having seen something like three-quarters of a century come and go. It was there in that old house that the child destined for one of the title rôles at the Arms Conference at Washington saw the light of the world. Admiral Kato's sister, in her eighty-second year, still lives there. And this is what she told a reporter the other day about a certain bad boy who happened to be her youngest brother:

"Tomo deskai?" began the old lady. "He lost his father when he was very young. He was reared almost entirely at the hand of his mother. But his mother, too, went soon after. So of us all he deserves the most sympathy. His elder brother, Tanenosuke, was more than seventeen years his senior, and took a fatherly interest in the boy. After the death of the parents, you might say, he was reared almost entirely by his elder brother.

"Naturally enough, he showed the effect of this even while he was a small boy. His brother was noted for his ruggedness of character, a soldier in spirit and by profession. Most likely that was the reason why the child was surprizingly high-spirited and full of mischief and fond of fights, which one would never have suspected from the looks of him.

"I recall the time also when his small fingers would steal along the shelf where tempting morsels of sushi used to be kept and his cheeks would acquire a sudden fullness which did not come from clear conscience and robust health. I shall say this about him, however: He never sulked. He never worried or bored people to extinction with tales of woe or by his obstinacy. Oh, yes, he had temper sometimes, a good deal more than his blood relations would find altogether entertaining. He used to fly into a fit of temper when he came home and found his room in disorder. A curious child in that respect. He always wished to see his own

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room kept without a particle of dust and in perfect order. He was so particular about this that the servants dubbed him Mr. Hard-to-Please behind his back.

"There was another thing also which was rather peculiar; he was fond of arguing things out. Many a time he disputed a point—it made not the slightest difference who his opponent happened to be—and was never satisfied until he had silenced the other party. Another thing, I remember also: sometimes he would sit in perfect silence in a corner of the library, all by himself, one, two hours at a time. . . ."

The child is the father of the man. Anybody who has visited Admiral Kato in his official quarters in the Navy Department in Tokyo can tell you that everything on his table is as regular and in its place as a bank's ledger. And the above portrait of the Admiral by his elder sister explains the silent figure now in Washington. If the Admiral could sit in perfect silence for two hours on end, at the age of ten, it is perfectly logical that at his sixtieth year he should sit in silence six times as long—which is about twelve hours at a stretch.

Of course this sort of arithmetic does not operate in all things. For example, in the two other traits which the boy Kato had in a remarkable degree and the old Admiral seems to have lost almost completely—namely, his fondness for an argument and his temper.

To sustain this contention, the younger officers of the Japanese Navy are fond of telling you how the Admiral behaved at the time when the armored cruiser *Tsukuba* sunk in the naval harbor of Yokosuka. It was in January, 1917, and, of course, Admiral Kato was the Minister of the Navy at the time. Now the *Tsukuba* had a decidedly tender corner in the affection of the navy men of Japan—of all of them. It was the very first armored ship which Japan ever built in her own yard, by her own builders after a plan by her own naval architects. More than that, she was laid down in January, 1905, some five months before Togo smashed the Russian fleet at the Battle of Japan Sea. The cruiser was of 13,750 tons displacement and, whatever the critics of other countries might have to say about the question, there is not the slightest doubt in the minds of the naval officers of Japan that she was the "first battle cruiser in the world."

The *Tsukuba* had, moreover, a special claim on Admiral Kato: she was built at Kure, the oldest dockyard in Japan next to Yokosuka. And Kure is on the Inland Sea and it is near Hiroshima, the birthplace of the Admiral.

Now when the *Tsukuba* blew up and sunk in the harbor of Yokosuka, in January, 1917, there were no naval officers of the Navy Department to receive the detailed story of the disaster which was communicated over the telephone. The tragedy took place after office hours and all the department officers, from Captain Ohsumi down, were all out taking in a wrestling match at the Kokugikan. The Naval Minister had to rush from his official residence and receive the telephone message of the accident in person, which he did.

When the news reached the officers at the wrestling arena, they rushed back in mad haste. They expected to hear from the Naval Minister about this thing. For it was something extraordinary that there should not be a single officer about the official residence or somewhere just for such sudden developments as the unfortunate accident at Yokosuka. The officers presented themselves before the Minister with as brave a front as they could put up, but rather shaky in their insides.

The Admiral did not bat an eye. When officers spoke of the catastrophe, the face of the Naval Minister showed not the slightest sign of the unusual. What was more astounding was that he did not seem to be putting on the calm exterior for the occasion—which would have emphasized rather than distracted from the discomfort of the young officers. He was calm with the calmness of a man who saw nothing unusual at all. There is no question that the incident made a profound impression on the younger officers, because it remains with them as one of the classic traditions of the office.

Shortly after the Admiral's arrival in Washington, Mr. Adachi called upon him for an interview. "What I wanted of him," explains the writer, "was not the usual kind, but one in which an important official of the Japanese delegation would talk like a human being, and say something which meant something.

"Well, he did not give it to me," confesses the correspondent, and recalls that:

I had had a similar experience with Baron Komura in the summer of 1905. And as I faced the Admiral, I almost caught my breath. For the fraction of a second, I thought I was facing Baron Komura of sixteen years ago; so striking was the resemblance between the two men.

Later on as I talked, I came to find out that the resemblance was not skin deep. That is another way of saying that the Admiral has a tremendous natural handicap to make himself understood in the United States, let alone making himself a popular figure in the fancy of these good people of America with whom rough and ready and hearty and humorous response to natural emotions counts for much. Moreover, the Admiral is not on terms of shirt-sleeve intimacy with the American language. Broadway slang is about as distant from him as Sanskrit.

When Baron Komura entered New York in 1905 he was acclaimed by the entire people of the city, whose pro-Japanese sentiment was at fever heat and altogether unreasonably partial to Japan. When Admiral Kato reached Washington, the long, carefully nourished and persistently and skilfully conducted anti-Japanese propaganda in the United States had put in its deadly work for many years and was showing its effect on the minds and imaginations of many people. American public opinion regarding Japan was just on the verge of a turn, it is true, but still distinctly hostile, as indeed it is to-day, especially toward the militaristic elements of our country.

It is in the face of these reflections that the breadth and depth of the heroic rôle Admiral Kato is essaying began slowly to dawn on me. What has come to pass since the American armament limitation proposition bombed the inaugural session of the Conference has not smoothed the path of Admiral Kato. Yet as unmoved as the Sphinx in the desert stands Kato the Silent, his dauntless soul looking out upon the troubled cross currents of the world politics eddying and circling around and about the capital city of the Republic.

It's a safe bet that he will make many an unconscious blunder, especially when he comes in intimate touch with the people of this country and especially when he tries his hand at the light and frivolous—as indeed he did the other day when he tried to be funny with the short skirts of American women.

His personal bearing and what he sometimes does are apt to give an erroneous impression. That little lecture he is reported to have given to the Japanese correspondents a few days ago paints a picture of a militant autocrat calling the representatives of the Japanese press to account. No doubt it must have been a classic in its way, for the Admiral can speak his mind rather freely when he thinks the occasion demands and there is little doubt that the gentlemen of the Japanese press needed somewhat pointed remarks from high quarters for essaying the rôle of super-envoys of Nippon, as the report had it. And in a thing of this sort, the Admiral's sense of humor may not take the highest rank.

Fortunately for Japan, however, Admiral Kato is not the whole of the Japanese delegation, this time as Komura was in 1905. There is Ambassador Shidehara, the brain of the Japanese delegation, who knows the United States and the psychology of her people better than any of his colleagues. And then Prince Tokugawa is a hundred times more democratic than any of the war-time Narikin (the "sudden millionaires") I have ever met and the genial personality of the bluest of all the blue blood in Japan, save only the Imperial House, is bound to make a tremendous appeal to the sentiment of our American friends.

These, then, are the reasons why Japan has a confident smile on her face as she peers into the future.

A more objective, but scarcely less impressive, view of Japan's chief delegate is given by Junius Wood, in the Washington *Evening Star*. "Admiral Kato, Minister of the Navy through three changing Cabinets and father of Japan's modern fleet," he writes, "gaunt of figure and deliberate in movement, sharp eyes, and a face impassive but strong with authority, is a silent man of many thoughts and few words." Occasionally—

A flickering smile twitches corners of mouth and eyes, which seem to see everything. When he does speak, he covers the subject with concise thoroughness.

"I regret that some persons fear the Minister of the Navy would not destroy what he has created," he said in discussing the reduction of armaments. "Though I am responsible for Japan's eight-eight program, I realize other necessities for the future welfare of the world and the economic life of Japan. I have committed myself to a reduction of armaments and Japan is the only nation that has done so through a responsible Minister. If we meet with the proper spirit many grave world problems can be settled at the Conference. However, if no rational agreement can be reached among the Powers, Japan alone would not and could not withdraw one inch."

Each day on the *Kashima Maru* the Admiral, wearing a plain business suit, passed hours in the smoking room watching others play "go" on the board of 361 squares. He would slip in quietly, lean over the back of a booth, studying each play, unmoving, silent, stroking the sparse mustache or smoking a cigarette; a fleeting smile when the black and white stones covering the board spelled the end of the game. He would silently disappear for a turn on the chilly deck, into the social salon, to

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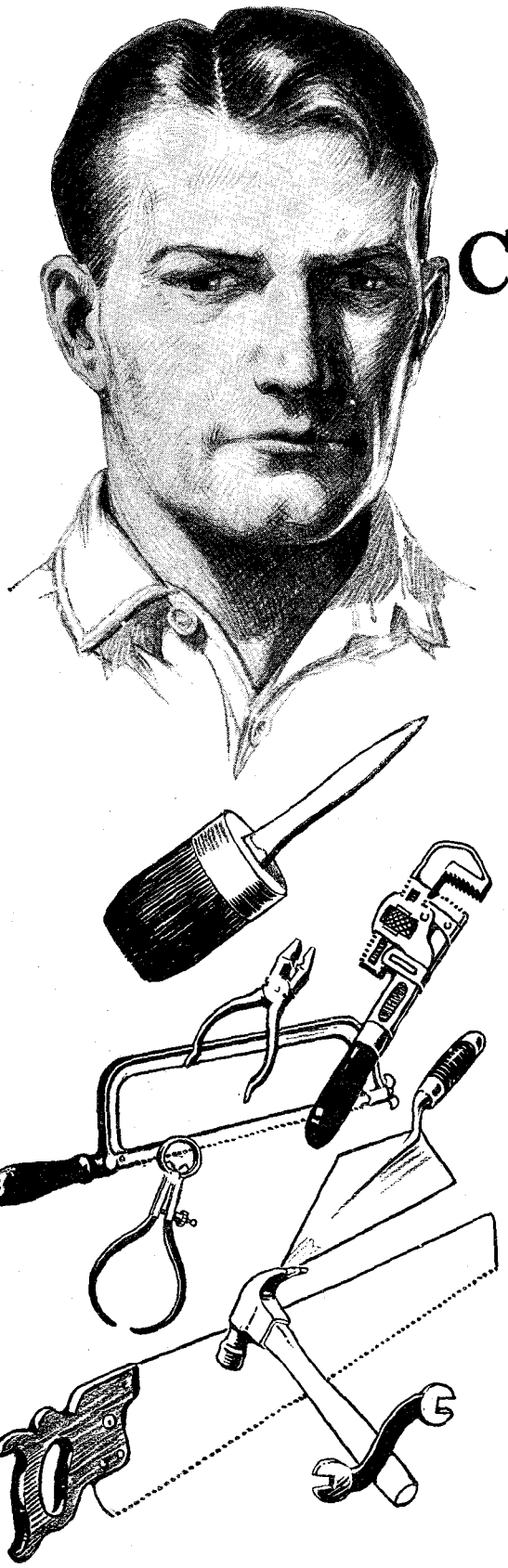

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Mr. Herbert Hoover, Secretary of Commerce and Chairman of the President's Conference on Unemployment, has rendered a report giving the recommendations of the conference. Please read the sixth clause of that report:

Private houses, hotels, offices, etc., can contribute to the situation by making repairs and alterations and doing cleaning during the winter instead of waiting until spring, when employment will be more plentiful.

The eleventh clause, which deals with the construction industry, contains this:

Considering all branches of the construction industry, more than 2,000,000 people could be employed if construction were resumed.

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* * *

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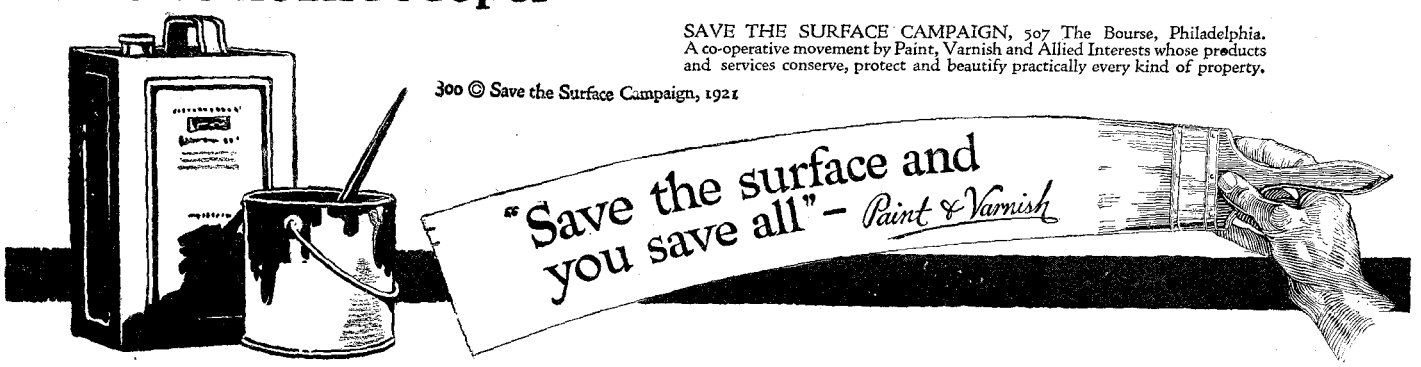

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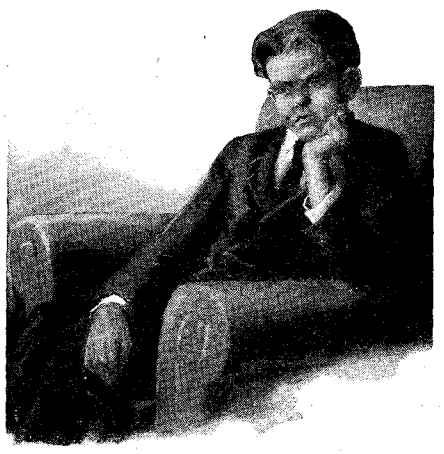

Play square with your boy!

Just stop a minute and think. Are you *fair to your boy?* Are *you giving him* enough of your time, your thought? Does he mean anything more to you than a healthy little rascal with an appetite for food and a habit of outgrowing his clothes?

Of course he does. He is you all over again. Given half a chance, he's going to carry on the family tradition and make a name for himself. Yet how often do you find yourself perfunctorily signing that school report card; as though thereby you are fully meeting your obligation as a parent!

That boy needs you. He needs your best thought and attention for his daily development and his future. He'll meet you more than half-way in everything you do, now, to help him guide and shape himself for a *fine, useful and successful manhood.*

One way best to show your interest in his training is to make sure he gets the right kind of reading, and the kind he will read. Get a copy of THE AMERICAN BOY *magazine (your news-stand has it).* Go over it with him. Watch his delight in it. Notice that each story, picture and department in THE AMERICAN BOY is carefully selected, to amuse, to grip, to fascinate him. This is the first consideration of its editors; to give boys reading they will read. But notice, too, that all its reading aims also to show your boy something of life as it is, *to gain his absorbed interest in affairs that suggest the all-important subject of his own* career. You may discover just where his bent lies by watching what interests him most of its many fine, practical departments and stories on wireless, electricity, chemistry, mechanics, business, farming, the professions, on making money, etc.

"This country needs THE AMERICAN BOY as it needs American men." So wrote a big business man to us. Five hundred thousand other American boys read it regularly. Why not give your boy the same advantage? He needs THE AMERICAN BOY to fill in those idle hours just as he needs his home, his school, his games, his other boy chums. Make it a part of his daily life. It will help greatly to broaden and develop him, to teach him to think for himself, to make him self-reliant. It is edited by men who have devoted their lives to boys and boy problems. He'll draw delight and inspiration as he reads every big, new number. Subscribe for him and read it with him. Use the coupon attached.

For no more than the price of one book you will give him, in THE AMERICAN BOY for one year, the equivalent of 25 big books of the finest, most fascinating, most helpful kind of boy reading, written and edited by men who spend their whole lives just thinking about boys and who know how best to reach their hearts and minds. Or ask your newsdealer to get it for you regularly every month.

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PERSONAL GLIMPSES
Continued

write a daily postcard in simple words to one of his grandchildren, or into his cabin for work, an aide summoned by an almost imperceptible glance.

Once a bold spirit requested the Admiral to desert the "go" games and have his photograph taken. He assented with the slightest of nods, stepped out on deck, sat in the chair until all the cameras had clicked, bowed acknowledgment to the fiends' thanks and faded quietly out of the picture.

Each year the Minister states the Navy's needs to each house of the Diet. He is one Minister who has never been entangled in his own statements by the members' rapid fire of questions. The Navy consumes one-fourth of the nation's annual income, but no unnecessary words or wavering in policy by its Minister has ever afforded a loophole for attacks by press or opposition.

The eight-eight program, a Navy of 200 ships, is to be the crowning achievement of a career of half a century, entering the Navy in 1873, when he was a lad of twelve years. The appropriations for all of it have been voted. Next March it will be completed to eight-four, in 1924 to eight-six and in 1928 to eight-eight. If other nations agree, he is willing to give up his life's dream on the eve of its realization. The quiet man's horizon is broad.

HOW HUGHES MEASURES UP WITH THE "VETERAN DIPLOMATS"

IS SECRETARY of State Hughes endeavoring to conceal the fact that he is a great idealist? Men in Washington speak of his "exaltation of spirit" these days, reports a Washington correspondent, who has gathered impressions leading to the conclusion that Mr. Hughes, like President Harding, is being revealed as more of an exponent of high ideals every day. A French newspaper man of long experience commented that President Harding's recent addresses sounded very much like Woodrow Wilson. Harold Phelps Stokes, Washington representative of the New York *Evening Post*, reports that Mr. Hughes, also, is coming to have a suggestion of ex-President Wilson about him. Hughes may be a realist, and insist on putting his policy on the familiar bases of self-interest, economic necessity, and other very realistic matters. Nevertheless, we are told, his ends are much the same as those sought by the repudiated War-President. There is this difference between them, says Mr. Stokes: "Wilson hitched his wagon to a star. Hughes has chosen rather to hitch his star to a wagon." As for the reality of the "exaltation of spirit" shown by the Secretary, Mr. Stokes reports:

I believe it, tho perhaps the Secretary of State himself would not care to have the report credited. He has chosen rather to clothe his purposes in the cloak of realism. But there is such a thing as exaltation of spirit which can refresh the idealism of a leader's purposes without impairing in one whit that realism of its methods, and it is that exaltation which I believe fills Mr. Hughes to-day.

Mr. Hughes has a fancy for the homely metaphors of the card-table. He knows games where the players put all their cards on the table, and he knows games where you hold them close to your chin. He likes to talk of these two kinds and of their comparative merits, and you would think from his talk that he was an expert at them. I once heard him, in a most informal way—apropos of reparations or mandates or some other controversy in which the United States was involved at the time—characterize the general purpose of the United States as "a fair deal all around, with Uncle Sam sitting in for what he's entitled to."

That is not the way Woodrow Wilson would have exprest it. Perhaps it could not safely be left to history as a formal expression of the country's purposes. It would, for instance, give the impression of a group of men dividing up the spoils—an impression which was far from Mr. Hughes's mind, I am sure. Then, too, while reflecting his lawyer's sense of a client's rights, the quotation falls short of a full expression of Mr. Hughes's own exalted purposes, which he has chosen—consciously, I believe—to keep always in the background. But it will do well enough as a rough-and-ready slogan of the Administration's attitude, and one perhaps peculiarly responsive to what seems to be the country's mood.

But the star is there, I firmly believe. I believe while Mr. Hughes has chosen deliberately to talk about oil, and cables, and armaments, he has been thinking of international law, and international tribunals, and international cooperation, and international good-will—yes, even of international association. Let those who will smile at so ingenuous a faith in the ulterior idealistic purposes of an avowed realist like Hughes. Only let the doubters remember what Lord Northcliffe, who is no ingenu, wrote of Hughes when he was here:

"The failures of others may have taught him that the surest way to attain a lofty end is not always to proclaim its loftiness in advance. He may have learned that the presence of a spice of self-interest, national or individual, is often helpful in persuading men of worth and of ethical principles. Hence, perchance, his insistence upon 'interests' of the United States as the main concern of Mr. Harding's Administration. When the full catalog of those 'interests' comes to be made up, there may be found among them such matters as the promotion of good-will among nations, the assurance of peace on the Pacific and the elimination of armaments among the Powers chiefly 'interested.'"

No man who sees Mr. Hughes from day to day, as the Washington correspondents do, can come away from those conferences without marveling at the vigor of the man. I wonder what it is in him that enables him to radiate such energy and assurance. Is it golf? Is it prayer? Is it a consciousness of the rectitude of his own purposes and the conviction of their assured success? I do not know. Perhaps it is all four—with just a dash of calculated policy thrown in. For confidence is contagious.

Remember what he said in his address to the beginners in the consular service: "The man who succeeds in this work in any position where there are a great many burdens and demands is the man who can keep quiet and placid when there is very severe pressure, who can keep his head and intelligence, *at the same time* giving the

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impression of a man adequate to the exigency." It will be a shrewd correspondent who, if things ever go wrong in this Conference, will be able to discern that fact in Hughes's face.

Mr. Hughes goes into the Conference a lone novice among a score of the veteran diplomats of the world. "Veteran diplomats of the world" is a tame and hackneyed expression, and does not half do justice to the capacity and experience of some of the delegates.

Men like Lloyd George and Briand "can cut figure eights and grapevines all around any ordinary aggregation of veteran diplomats," and, in the correspondent's view, "to drop Hughes down into the midst of that bunch would seem at first glance like throwing a child to the lion." But—

Hughes has the armor and weapons that may well prevail, even in such an arena.

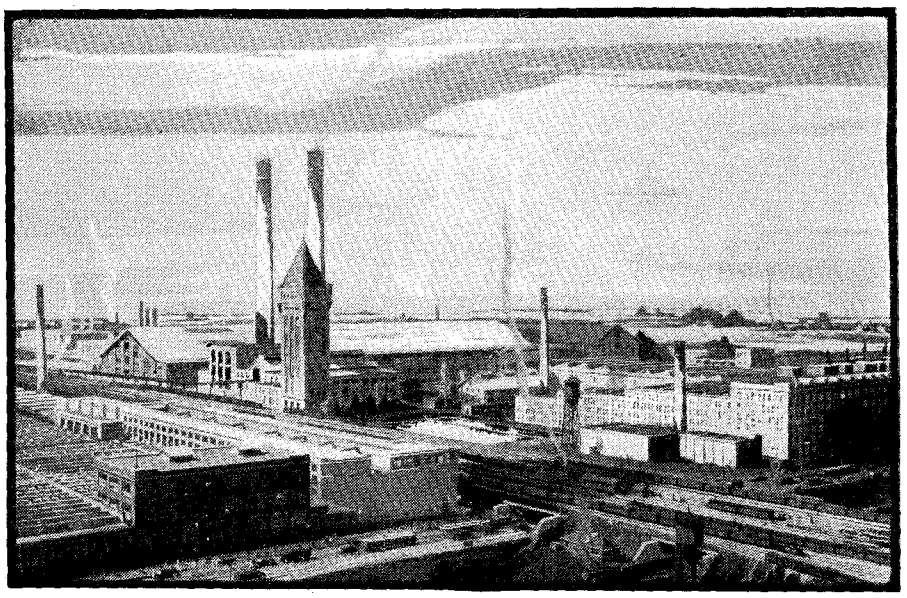
For one thing he has a consciousness of the soundness and justice of the American point of view. Hughes is not the kind of a man who is given to overmuch talking about the particularly unselfish purposes of his own nation. He admits that each nation has its own special interests, the United States no less than the rest. But he is profoundly convinced that the special interests of the United States at this particular juncture in the world's affairs represent in a very large degree the general interests of the world at large—the open door in China, the integrity of China, the elimination of misunderstandings in the Pacific, the limitation of armament.

Secondly, he has the weapon of his intellectual gifts. It is the habit here at the Capital among some critics to depreciate the mental powers of the Secretary of State. They say his mentality only appears commanding because some of his associates in the Administration are not men of outstanding brain power. I believe that is a fundamental misconception. For grasp, for analysis, for reasoning power, and for facility and lucidity of expression, I believe Mr. Hughes has not his peer in the public life of this country to-day.

Lloyd George may be cleverer, Briand may be subtler, but for forthright mentality and capacity, Hughes is unexcelled. I am not so sure about his ability at poker, in spite of his favorite metaphors, but if this is a chess game he is "sitting in," he can beat them all to a frazzle, for his is the kind of an intellect which thinks every move out in advance. He has a grasp of facts so dynamic that it is constantly projecting itself over into future contingencies in such a way as to enable him to deal with the most unexpected eventuality as tho it had been anticipated from the start.

If he has any shortcoming, it is a lack of imagination. I remember writing last March, after watching him at work for only a couple of weeks, "The new Administration in the State Department is perhaps more sure-footed than imaginative," and I think that judgment has come to be shared by many, even of Mr. Hughes's greatest admirers. Partly, this is a want of finesse, due to his lack of diplomatic training and experience. But I cannot help feeling that it is something more than that—the lack of some quality of intuition, a tendency to rely, perhaps too much, on the processes of abstract reasoning and too little on that intuition which is often a surer guide.

His Mexican policy has been criticized, for instance, on the ground that there was



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Forty years ago the management of the Bell Telephone System organized for a supply of the apparatus which it foresaw would be required in the development of its new industry—telephone service.

The telephone in some countries is the luxury of the rich, but in America it is used by practically all the people. This universal service is due in large measure to foresight in engineering and manufacture.

Switchboards with millions of parts, other apparatus of highest efficiency, and all necessarily of complex and intricate design, cables and wires and a multitude of technical devices enable our country to lead the world in telephone service.

All this telephone equipment is made in a factory which is recognized throughout the world as having the largest production and the highest standards of workmanship and efficiency.

This factory, controlled through stock ownership by the American Telephone and Telegraph Company, has been for forty years the manufacturing department of the Bell System; with the result that the associated companies secure equipment of the highest development, made of the best materials, produced in accordance with the requirements of the public, and with the certainty of moderate costs.

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One Man's First Pipeful

The following letter tells a good-luck story:

L. C. LAY
Waco, Texas
1115 South 4th Street

November 26, 1920.

Larus & Brother Company
Richmond, Virginia

Gentlemen:

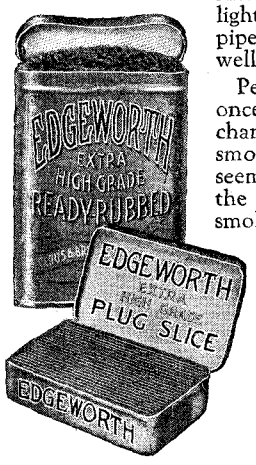
When I smoked my first pipeful of Edgeworth some six months ago, I was something like the old maid, who was carried to the park and kissed for the first time. As the story goes she remarked: "Do it again, for there is *something* I like about it." And so was my experience with Edgeworth.

I am a commercial artist, and draw "Phoolish Phellows" for my daily nourishment. When drawing pictures I have always smoked constantly. And I have found in Edgeworth a little keener satisfaction, a little more abiding contentment, than I had known before I discovered this remarkable tobacco.

That was some six months ago, and there is still that ever-present s-o-m-e-t-h-i-n-g I l-i-k-e a-b-o-u-t i-t that won't wear off.

Yours very truly,
(Signed) L. C. Lay

To prepare a tobacco that many pipe-smokers will welcome as a discovery six months after they have lighted up the first pipeful, is something well worth doing.



Perhaps more than once a pipe-smoker chances up next to a smoking tobacco that seems a lot better than the sort he has been smoking.

But a few days or a few weeks or a few months later, it doesn't seem to smoke quite so good.

Now, a good smoking tobacco has got to seem like a discovery not only at the first pull at the pipe, but on through the years.

Edgeworth seems to keep on being regarded as a discovery by smokers months and years after they begin smoking it.

We would like you to test it.

Simply write on a post card your name and address, then that of the dealer filling your smoking needs, and we will send you samples of Edgeworth in both forms—Plug Slice and Ready-Rubbed.

Edgeworth is sold in various sizes, suited to the needs and means of all purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed come in small pocket-size packages, in attractive tin humidors and glass jars, and in economical in-between quantities for smokers desiring more than a small package, yet not quite the humidor size.

For the free samples, address Larus & Brother, Co., 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you pre paid by parcel post a one- or two-dozen carton of any size of Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

PERSONAL GLIMPSES
Continued

too much bald logic about it, and too little understanding. Other instances could be cited.

This may be a weakness, but it is not necessarily a vital one. It can be balanced by Mr. Hughes's strength of character, his extraordinary power of analysis, his broad tolerance of the other fellow's point of view, and his political talents, which, apart from this single angle, are of no mean order. With consummate skill he has steered the foreign policy of the United States in such a course that while the strongest partizans of the League of Nations, on the one hand, and the irreconcilables, on the other, may be alike dissatisfied, in the main he has the whole country behind him and the nations of the world ready to cooperate with him.

CRIMINALS AND FAKERS BETRAYED BY THEIR SKINS

THE human skin, under the stress of emotion, alters its ability to conduct an electric current. Thus, with an appropriate detector, we may tell real emotion from false, test a suspected criminal by his inner reactions, and study the responses of different individuals and different races to injury, pain or even threats. This, at any rate, is what we are told by Ronald Campbell Macfie, who writes in *The Chronicle* (London). This variation in the electrical resistance of the skin under the influence of emotion was first noticed, Mr. Macfie tells us, by the French physiologist, Feré, in 1888, and has since been studied by other scientists, offering a fascinating field for research. He goes on:

The variation, sometimes termed the "galvanic reflex," is of value as a criterion of emotional manifestations, not only in neurasthenic subjects, but in all kinds of people, under all kinds of condicions. Emotions are notoriously deceptive. The histrionic can simulate emotions suitable to any situation, and can deceive not only onlookers, but also themselves. The hysterical can make "much ado about nothing" with a great deal of plausibility. The stoical can suppress all outward manifestations of feeling.

But histrionics, hysteria, humbug, hypocrisy are all betrayed by the skin. Louis XVI, surrounded by a fierce mob, challenged: "Am I afraid? Feel my pulse?" But tho his pulse might have been steady, his skin would probably have told another story.

The pseudo-poet may roll his eye in a fine frenzy, but the little galvanometer-needle will prick him like a gasbag. The romantic lover may sigh like a furnace, but the still finger will point scorn at him. The tub-thumper may thump his tub, but unless he be sincere the needle will not budge.

It seems, indeed, quite certain that every genuine emotion, whether due to physical or psychical causes, produces an alteration in the electrical conductivity of the skin which can be registered by a galvanometer.

By no possible effort can a man suffering from genuine emotion inhibit the reflex and steady the needle. On the other hand, no simulated or imaginary emotion, however violent in its outward manifestations, makes the needle even wobble, for fictitious emotions are not even skin-deep.

Dr. Golla, of St. George's Hospital, who has made a special study of the skin reflex, states in a recent lecture:

The reflex can not be inhibited by any voluntary effort on the part of the subject. I have sought for evidence of inhibition, either of the response to physical or verbal stimuli in over a hundred subjects, but have never met with evidence of any direct voluntary power either to inhibit or modify the reflex.

On the other hand it is impossible to evoke it by simulation of affective states, such as fictitious rage, nor can the mere recitation of emotional poetry, no matter with what emphasis it be declaimed, produce a reaction, unless by some chance a phrase acts as a stimulus to evoke some association with a personal experience of affective import.

As illustration of these statements, Dr Golla quotes a case:

One young soldier, suffering from hysterical contracture of the foot, broke down during an examination; tears rolled down his cheeks, he addrest his dead brother in language savoring of a South London melodrama; he asked why he himself had not been killed in his brother's place so that the favorite son might have been left to comfort his poor old father, and all the time whilst he wailed and wept, the spot of light from the galvanometer mirror remained steady.

The writer in *The Chronicle* goes on:

We have accordingly in the galvanic reflex an unfailing means of discriminating between fictitious and genuine emotion; and it is possible for a man to test even his own emotions by testing the galvanic response of his own skin, and to measure them by the swing of the galvanometer needle.

It must be noted, however, that tho there can never be genuine emotion without an equivalent galvanic reflex, and tho the galvanic reflex is always lacking when emotion is fictitious, yet there can be galvanic reflex in the absence of genuine emotion, since it is found that a stimulus which has once produced emotion and the reflex, may, on repetition, reproduce the reflex without reproducing the emotion. But this qualification detracts little from the value of the criterion.

It is probable that many interesting objective measurements of character and mentality might be made by the galvanometer. For instance, the comparative response in different races and different individuals to physical injury, to insult, to actual pain, and to threat of pain. There is reason, indeed, to believe that it might be possible even to measure imagination and intelligence by this reflex, for Miss Waller tested the skin responses of 70 students to a series of standardized stimuli, and found that the students whose responses were most active made most marks at a subsequent examination. But more investigations in these directions are required.

Whatever the practical uses of the physiological phenomenon may be, it is at least a most interesting illustration of the intimate relationship between mind and body.

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HOW TO KEEP YOUNG IN WINTER

WE grow old in winter rather than in summer, says the medical correspondent of the London *Times*. Winter exercise is therefore especially important for the middle-aged. Many an hour of ill-health, he assures us, may be spared us by such exercise, properly taken. "Spurts" should be avoided, as likely to be injurious. Swimming, games, home exercise—all are good, when taken in moderation. The difficulty is, says the writer, that at the very period when exercise is most necessary it becomes most difficult to obtain. The business man must leave home at an hour which makes early morning exercise practically impossible. When he returns home again it is already growing dark or quite dark. Thus his opportunities for outdoor recreation are practically withdrawn altogether, except at the week-ends. Our further quotations are from an abstract in the New York *Times:*

Young people are better off. The majority of them dance once or twice a week, and manage to get in some vigorous exercise on Saturday and Sunday. Sometimes middle-age follows this lead; more often not. In spite of our elderly enthusiasts, dancing is youth's pastime. Adventures into the world are not, generally speaking, to be recommended to the senior members of the community.

Nor is the vigorous Saturday or Sunday a solution that can be called satisfactory. There is too much of the "spurt" element in such exercise. Youth can sustain and benefit from spurts; middle-age had better avoid them. The sudden strain is as likely to do harm as to do good.

Middle-age, indeed, demands above all steadiness and continuity in its recreation. There is so much waste to be got rid of every day. If this is allowed to accumulate to the week-end, the tissues of the body become clogged, symptoms of poisoning show themselves, and it is increasingly difficult to get rid of them. Like a piece of machinery that has been allowed to lie unattended, the mechanism of the body deteriorates.

You can not safely set a piece of machinery going at its top speed and then neglect it for a week and repeat the process.

What then is the middle-aged man to do in the coming months? The answer depends to some extent on his temperament. But more important than temperament is determination.

Some men solve the difficulty by playing a game of squash three or four times a week. They simply "take" the necessary time, and they are fortunate in belonging to clubs which have the necessary accommodation. Other men adopt swimming, and make a point of going to their baths nearly every afternoon for half an hour.

This latter method has a great deal to recommend it. There is little or no danger of catching cold if ordinary care is exercised, and the swimmer obtains really thorough exercise of all his muscles. He obtains this, too, without strain, for the water supports the weight of his body.

The chief difficulty is time. It is often difficult to get away, and often, in cold weather, the tendency is to shirk the exercise. This is a matter which must be left to the individual. It can be said, however, that an hour spent in this way is never an hour wasted; on the contrary, it may save many an hour of ill-health.

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WINTER ▾ TRAVEL ▾ AND ▾ PLAYGROUNDS

MIDWINTER BATHING ON THE BEACH AT WAIKIKI, HAWAII'S FAMOUS SEASIDE RESORT.

THIS SEASON'S WINTER TRAVEL will be attended by several important developments in water and land transportation. Among these are increased steamship accommodations for regular routes, and the return of that pre-war favorite with many travelers, the special "cruise." On both land and water lines there will be a saving in the cost due to the removal of the government tax.

Unusual varieties of cruises to the tropics are now available, and for European tourists Mediterranean cruises have been restored. Steamship service to South American ports also is improved. More ample accommodations for meeting the heavy winter traffic to Hawaii are offered. Coastwise sailings are restored practically to pre-war days.

One effect of the new Revenue Bill is the repeal of the tax on transportation, which means a reduction of eight per cent. on the purchase of tickets after January 1st. It is estimated that this reduction will result in a saving on the American public's travel bill for 1922 of approximately eighty million dollars. For instance, a ticket from New York to San Francisco with lower berth will cost $11.54 less after the removal of this tax. Another lowering of travel expenses is due to the marked trend toward reduced dining-car prices.

On this and following pages we present a brief survey of trips and vacation lands mainly within warm winter latitudes. While the north country with its frosty tang, its snowshoe, ski, skate and toboggan appeals to many who visit the carnivals at such headquarters of the Frost King, as Saranac and Lake Placid in the Adirondacks, Quebec and Montreal in Canada, or Mt. Rainier National Park, open to the public this winter for the first time with dog-sleds, reindeer sledges and Alpine sports for the public, the majority of winter tourists migrate to warmer climates.

A digest of only the more important of these winter playgrounds with brief glimpses of their attractions and directories of routes can be given here. If these suggestions arouse interest in any particular place or trip, detailed information should be obtained either directly from transportation or resort managements, or through the leading well-equipped tourist agencies. Cares and annoyances in travel often may be avoided by obtaining complete bookings through these experienced agencies, or by joining their especially arranged tours under escort.

Another convenience for the tourist traveling in our country or foreign lands, are the travelers' checks, issued for our own and foreign currency, and obtainable from express offices and some of the larger banks. These checks obviate trouble over exchange rates, and are acceptable in every part of the world.

WINTER PLAYGROUNDS IN THE SOUTHLAND

From the Virginia capes to the Gulf lagoons of Texas extend winter playgrounds in infinite variety. Every range of climate is available from temperate to sub-tropical and tropical. Every location is provided from seashore to mountain, lake or river.

To these regions there is a great migration from colder parts of our country each winter of those seeking comfort, recreation and health. So ample are the facilities for realizing these ends that many families are building winter homes in the Southern and Southwestern States.

The migration from Eastern cities to the South flows through three great rail arteries and connecting lines—the Southern Railway, Seaboard Air Line, and Atlantic Coast Line. Through trains are operated by each of these roads from New York to Washington over the Pennsylvania system.

From the Middle West the important routes to Southern resorts are the Illinois Central, Chicago and Eastern Illinois, Louisville and Nashville, Southern Railway, Queen and Crescent, and its connections, the Big Four and Pennsylvania Lines.

Excellent coastwise steamship service, described elsewhere, is available to or from the Southland.

It is a territory so vast, with resorts so numerous, that only the briefest survey can be presented here. Traveling southward, we meet a series of distinctive resort groups, including the high altitude regions in the southern Alleghanies, the Long Leaf Pine districts, the seaboard cities, and the Gulf coast. Florida is considered separately in another part of these articles.

A stop-over at Washington en route will reward the southbound tourist. The nation's Capital is fairly crowded with points of interest to every American, and there are equally impressive scenes nearby, such as Arlington National Cemetery and Mount Vernon, Washington's home on the Potomac. From the moment the visitor emerges from the magnificent Union Station the city, with its stately Government buildings and their interior executive machinery, claims his attention. The rail routes from the North are the Pennsylvania and Baltimore and Ohio systems.

In the midst of the Alleghanies is the mineral spring region of the Virginias, notable among numerous resorts being Virginia Hot Springs with its famous thermal baths and hydro-therapeutic facilities, and the White Sulphur Springs of West Virginia. "Old White," as the latter was affectionately known by a past generation, was popular in the days when railways had not penetrated these green valleys. Washington, Jefferson and Van Buren were among distinguished visitors. In our own day these resorts are among our most fashionable playgrounds. Fox trots have replaced the hops of crinoline days; the motor has supplanted the carriage; golf provides a modern recreation; stately hotels stand near the sites occupied by taverns a century ago, and the outside world is closely linked by Pullmans over the Chesapeake and Ohio system.

Continuing southward we come to another famous mountain playground designated "The Land of the Sky," of which select Asheville, North Carolina, is the center. With its high altitude, averaging 3,000 feet, the winter climate here is distinguished by bracing and tonic qualities, which delight those who go in for the favorite pastimes—golfing, mountain-climbing and horseback riding. "The Land of the Sky" is reached by the Southern Railway system, as are also Aiken and Augusta, among the South's more fashionable resorts.

Nearer the coast in the Carolinas is the Long Leaf Pine region, made famous by that Mecca of the winter golfer, Pinehurst, and its neighbor, Southern Pines. All winter the disciples of Colonel Bogey flock thither. Indeed, Pinehurst proudly boasts four championship courses, while Southern Pines is supplied with excellent links. The Seaboard Air Line is the direct route to these golf headquarters.

Along the coastline of the middle South are cities which have much charm for the winter tourist, of which Charleston, South Carolina, with its colonial atmosphere, its historical points of interest, including Fort Sumter, its ancient churches, its Isle

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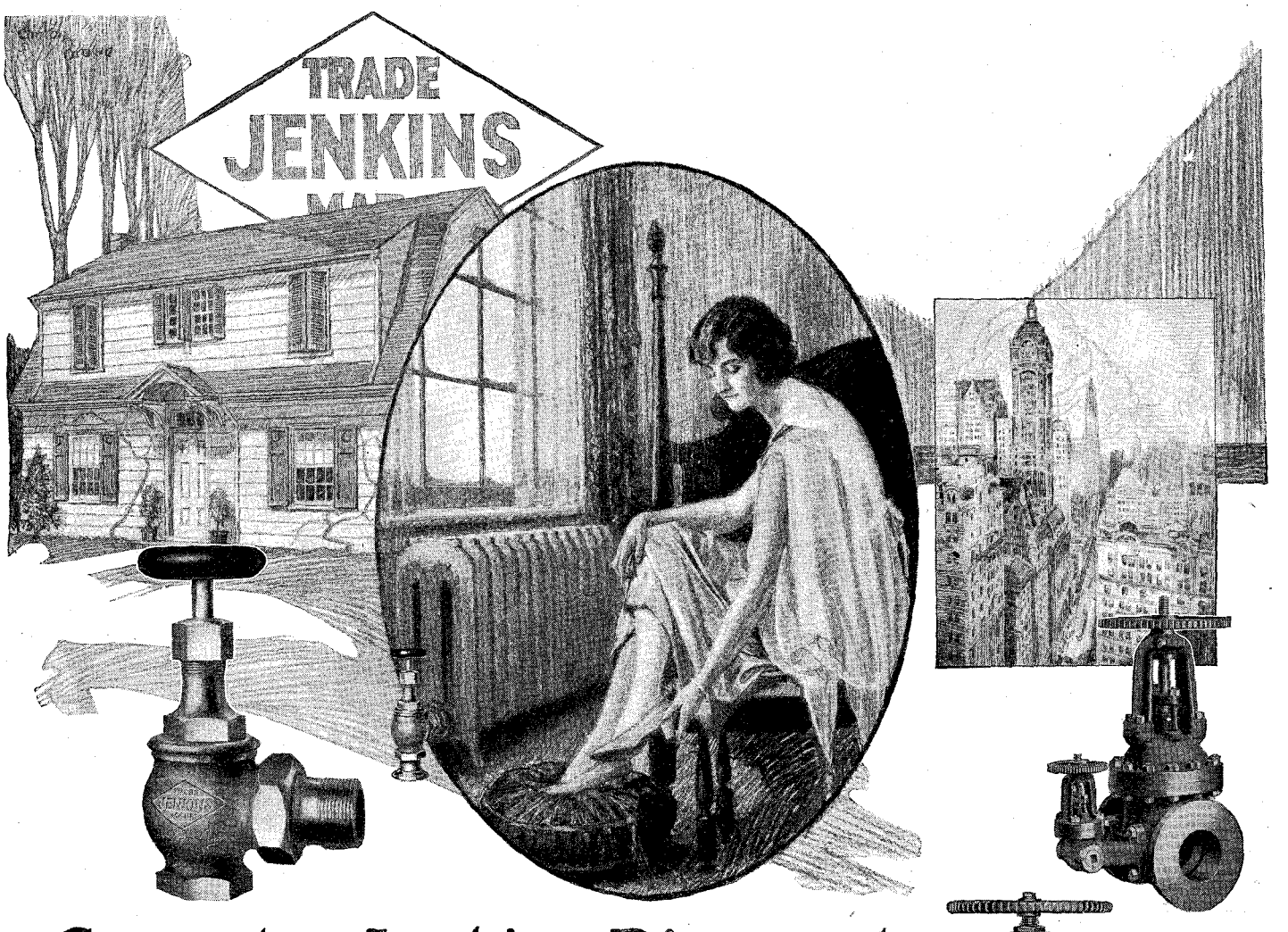

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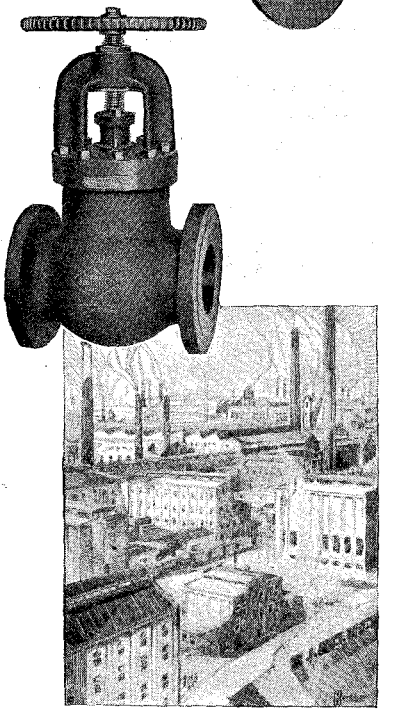

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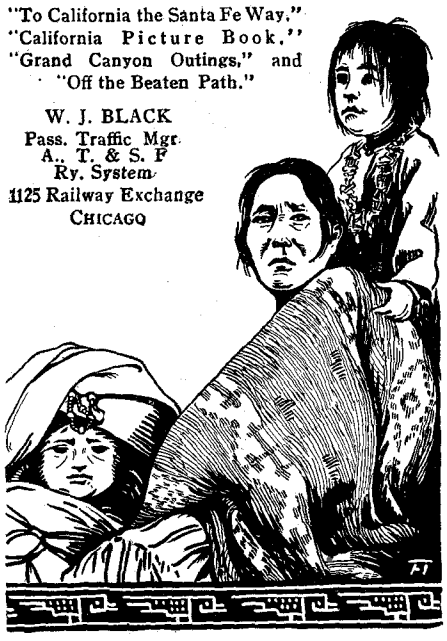

WINTER TRAVEL
Continued

of Palms, with broad beaches and magnolia gardens, and its country club and Belvidere Links, is one of the most attractive. Savannah, Georgia, with its superb parks, shaded streets, excellent motoring roads, eighteen-hole golf course, modern hotels and places of unusual historic interest, is another. Both cities are on the rail lines of the Atlantic Coast Line, Seaboard Air Line and Southern Railway. Each city also has direct steamer connections with New York. Clyde Line steamships operating between New York and Jacksonville, Florida, call at Charleston en route. This winter the Savannah Line resumes full pre-war service between New York and Savannah and Boston and Savannah. Among Southern ports reached by various divisions of the Merchants and Miners Transportation Company's vessels are Norfolk, Baltimore, Savannah and Jacksonville.

The Gulf Coast of Florida, Alabama, Mississippi, Louisiana and Texas is a winter resort region gaining rapidly in favor and destined soon to become the great American Riviera. The Mississippi River is a natural division between two Gulf Coast regions; the first extending between Tampa, Pensacola, Mobile and New Orleans; the second between New Orleans and the long chain of Texas waterfront places.

From Pensacola to New Orleans the coast is paralleled with a series of islands, the shore continuously indented with deep bays and innumerable estuaries. There are many miles of smooth shell roads, shaded by huge magnolias and live oaks, draped with Spanish moss. Back from the sandy beaches stand forests of pine, combining with the salt air to contribute health-giving qualities to the warm, genial climate. The Gulf abounds in gamey fish, including the tarpon, and here are waters most tempting to yachtsmen. In this back country there is excellent hunting. Tampa, Pensacola and Mobile, situated on broad bays, are delightful cities for a winter visit. West of Mobile stretch a long series of resorts including Pascagoula, Ocean Springs, Biloxi (settled by the French two centuries ago), Mississippi City, Gulfport, Long Beach, Pass Christian and Bay St. Louis, near New Orleans. Tampa is on the Seaboard Air Line and Atlantic Coast Line; Mobile on the Southern Railway and the Louisville and Nashville; while the resorts between Mobile and New Orleans are on the Louisville and Nashville System.

Few cities on the continent have a greater variety of fascinations than New Orleans. Here within one municipality the visitor finds two distinct cities—the "old town," "Vieux Carre" of the Creole, a continental city with French-Spanish architecture and buildings exceeding the two-century mark, and just across the canal the "new city" of skyscrapers, distinctively American to the core. About the French Quarter cluster tradition and romance, dating back to the days when France or Spain ruled the city. Here the sightseer may still enter the Cabildo, which in 1795 was the headquarters of the French Colony of Louisiana, the ancient Cathedral of St. Louis, built in 1737, and the "Haunted House" on Royal Street, once the residence of Lafayette, Marshal Ney and Louis Phillippe. Here one may wander down to the levee where great ocean steamships and Mississippi "stern wheelers" are strangely commingled, and see in action the open-air French market. And of course no one ever visits the old town without dining at one or more of the quaint cafés where Creole dishes, superlatively prepared, are served. In the "new city" there is much to see, too—the brilliant shops, miles of handsome residential streets, parks, and imposing public buildings.

Direct steamship service from New York to New Orleans is provided by weekly sailings of the Southern Pacific Atlantic Steamship Lines, connecting at New Orleans with the "Sunset Route" of the Southern Pacific rail lines for California. New Orleans is one of the important northern ports of the United Fruit Company's fleet. It is the eastern terminus of the Southern Pacific's "Sunset Route," heretofore mentioned, while among the other rail lines entering the city are the Louisville and Nashville Southern Railway, Texas and Pacific, Illinois Central and Gulf Coast Lines.

The western Gulf Coast has the unusual characteristic of facing for hundreds of miles a series of lagoons and it, too, is indented with numerous rivers and bays. On the largest of these bays stands Galveston, the shipping metropolis of Texas and one of the most important deep-water ports of the country. The city faces an imposing harbor and is protected from its waters by an immense sea-wall. Extensive shipping interests include lines to domestic and foreign ports. Galveston is an attractive city for the winter tourist, its climate being delightful and its hotels famous. It is the terminus of the Mallory Line ships with semi-weekly sailings to and from New York. Five rail lines enter the city, including a division of the Southern Pacific; Gulf Colorado and Santa Fe; International and Great Northern; Missouri, Kansas and Texas; Galveston, Houston and Henderson.

Famous among the resorts in this region are Corpus Christi and neighboring waterside playgrounds, including Rockport, Ingleside, Port Aransas, Portland, Flour Bluff and Boerne. Rail access is by the San Antonio and Aransas Pass System from Houston, Waco, and San Antonio.

AMERICAN RE-DISCOVERY OF FLORIDA

Altho the Spaniards discovered Florida hundreds of years ago and it has been held at various times by Spain, Great Britain, and France, between 1559 and 1861, its rediscovery as the Land of the Fountain of Youth goes back to comparatively recent years. Further, more Americans and visitors from foreign lands keep on discovering its salubrious charm month after month, for Florida has come to possess a strong appeal as a summer as well as a winter resort. But it is during the fall and winter months especially that the great trend of travel turns to the peninsula. Here Americans are learning the secret of long life and comfort, as they have previously mastered the problem of hard work and success. Each autumn the seasonal visitors "pour over the borders of the State like an invading army" we read in the *Florida Tourist* (Tallahassee), a quarterly issued by the Florida Department of Agriculture, which proceeds:

"Florida has all types of hotels, from the most palatial, elaborately furnished, with giant domes looming against the cloud-decked blue in barbaric splendor, to the simplest hostelry. There are winter homes, from magnificent villas to humble bungalows. Lack of accommodations to meet the influx of visitors has led many to own or rent winter homes. Many tourist's parks have been provided for those who prefer outdoor life to hotel accommodations. The State is penetrated by the

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great trunk automobile roads, or has connection with them; The Dixie Highway from Chicago, the Miami-Quebec Highway along the East Coast, and the old Spanish Trail along the Gulf to Texas, connecting with the Jackson Highway, Santa Fé Trail, and the Apache Trail, to the Pacific."

Geographically, the main resort sections of Florida are divided into the East Coast, the Inter-Lake Regions, and the West Coast Centers, along indentations of the Gulf, and we read further:

"Bordering the Atlantic is a chain of world-famous resorts: Beginning with Fernandina, the shipping port of phosphate, and with a shrimp industry of more than $1,000,000 annually, thence to Jacksonville, the gateway of the State from the North, we go to historic old St. Augustine, with hotels and churches, rivaling the populous resorts of the Old World. Ormond of golf fame and winter home of the richest man in the world; Daytona, with its magnificent beach; Palm Beach, glittering with wealth and fashion; Miami, the dream city of magic and paradise of yachtsmen; Long Key Camp, rendezvous of fishermen, the over-sea viaduct to Key West, looking out towards the West Indies.

"On the lakes and rivers of the interior, surrounded by tropical verdure, citrus groves and pleasure parks, we have the upland attractions for the sojourner. Beautiful Orlando, Palatka, Sanford, Ocala, with one of the most wonderful springs in the world; Lakeland, wreathed by clear lakes, fringed with groves; east and south from thence is a region flecked with dimples rivaling Monaco's enchanting landscape, coaxing hunters for heart's-ease away from blizzards and frosts of Northern climes. Gainesville, the University City; Brooksville, the city among the hills; Lake City, Live Oak, Tallahassee, the 'Hill City' of Florida, the capital of the State and the home of the Florida State College for Women; Quincy, the 'tobacco city'; historic Marianna, situated in one of the best agricultural sections of the South; DeFuniak Springs of Chautauqua fame; Milton, and many other splendid and progressive cities and towns.

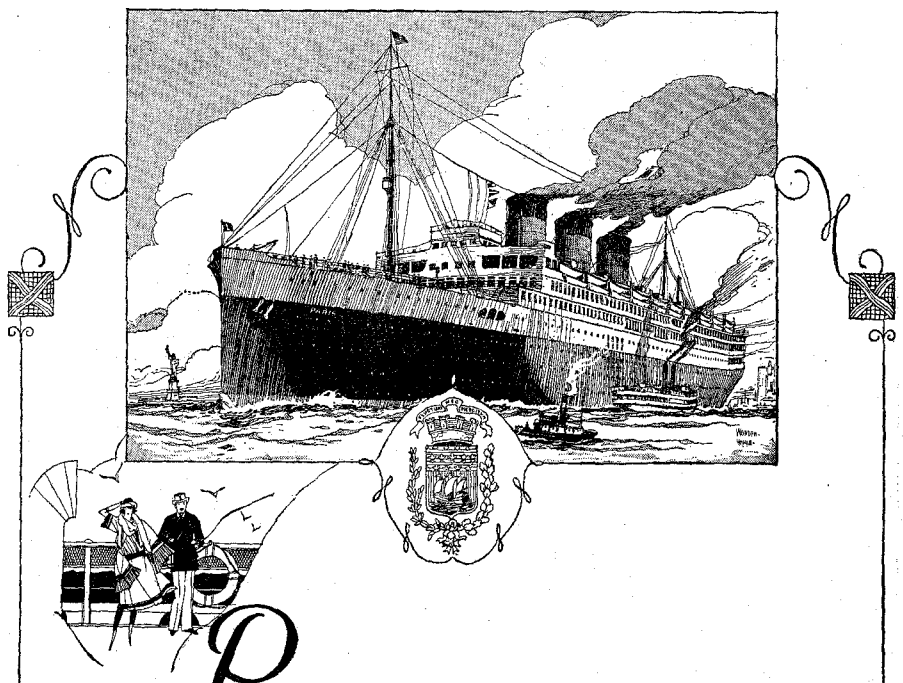
"On the West Coast there are: Fort Myers . . . St. Petersburg, the 'sunshine city of the Pinellas Peninsula,' bathed in the waters of the Gulf; Tampa, city of aristocratic hotels, beautiful parks and driveways; Bradentown, Sarasota, Cedar Key, Apalachicola, famed for oysters, shrimp and fish; beautiful St. Andrews, and Pensacola, one of the oldest cities in the United States and the best harbor south of Newport News, exporting lumber, cotton, coal and iron, to the value of many millions of dollars."

Turning to the East Coast of Florida, in addition to the places enumerated above, we find ourselves at Palm Beach, that has in late years acquired the world-wide fame enjoyed by resorts of the French and Italian Riviera. This comparison taken from the Old World, immediately suggests another from the New, which is to be found in Miami, a summer and winter resort that is also a city that as Miamians say, has "come to stay and to grow—but chiefly to grow." The amount of hustle and team-work put into the development of Miami is reminiscent of the best efforts of American boomers in the earlier days of certain mid-West cities. In Miami they boast of a 440 per cent. population gain in ten years, and as *The Miamian* confidently predicts, they are working for a population of 100,000 inhabitants by 1925, and this official organ of the Miami Chamber of Commerce informs us also that:

"Miami occupies a unique position to-day among American cities, from the fact that upon July 12, the people elected the presidents of five banks to the five city commissionerships under the new charter. So far as known, this is the first time in political history, that a commission composed entirely of bankers has ever been in complete control of a city administration. . . .

"One of the first acts of the new commission, showing the spirit with which they had accepted the work entrusted to them, was to vote themselves a salary of one dollar per year each."

Voyages Modernes



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WINTER TRAVEL
Continued

The principal rail gateways to Florida are Jacksonville on the northeast, Tallahassee on the north, Pensacola on the northwest. All the great rail arteries or their connections from northern and western States, including the Atlantic Coast Line; Seaboard Air Line; Southern Railway; Pennsylvania System; the Big Four; Michigan Central; Chicago & Eastern Illinois Railroad; Illinois Central; St. Louis and San Francisco, etc., contribute to the Florida traffic through the Jacksonville gateway. Jacksonville is also the Southern terminus for the Clyde Line and a division of the Merchants and Miners Transportation Company. The rail system serving East Coast resorts from Jacksonville southward, including St. Augustine, Ormond, Palm Beach and Miami is the Florida East Coast to the southern tip of the State, thence crossing the ocean and Coral Keys to Key West, where connections are made with steamer for Havana. The central, western and northern resorts are served by the Atlantic Coast Line, Seaboard Air Line, Southern Railway, Louisville and Nashville Railways and their connections.

BERMUDA, ISLES OF SUNSHINE AND FLOWERS

A conversation recently overheard on a returning ship from Bermuda is eloquent of the charm of the place. One woman passenger exprest her regret at leaving—she had been there only ten days. "Oh," replied the other, "it would be just as bad later on. I've been there a month and it breaks my heart to come away."

As the steamer nears the islands on the morning of the third day out from New York, the picture that greets the eye more resembles an exquisite marine painting, whose source is imagination rather than reality. The sea takes on every shade of turquoise blue imaginable, varying with the depth of the coral reefs below the surface. Every day these colors seem more and more beautiful, changing with the position of the sun and the condition of sky. Resting in these colorful waters are the low hills of pure white limestone, dotted with green cedars, against which nestle houses of pink and white.

Ashore one enters a land of sunshine and flowers, with a winter temperature averaging 70°.

The quaint town of St. George's is to some the most interesting and picturesque spot in Bermuda. This is the oldest English settlement now existing in the Western Hemisphere.

About sixteen miles from St. George's is the city of Hamilton, the largest town in Bermuda. This is now the capital, and here are the government buildings, some of the largest hotels on the island, and fine residences.

Among some of the other points of interest in Bermuda which tourists should not miss are the Crystal Cave, with its thousands of crystal stalactites; the Sea Gardens near Hamilton, fairy submarine forests with trees, plants, coral roses, branch coral, and brainstones.

The chief ocean gateways are St. George's and Hamilton. The St. George's passengers land by tender, the ship continuing along the north shore of Bermuda, thence through the McDundonald and the Two-Rock Channel into Hamilton Harbor.

Steamship service between New York and Bermuda this winter will be the best offered in many years. The Royal Mail Steam Packet Company will inaugurate in January weekly sailings by its twin-screw 17,500-ton cruising steamship *Araguaya*.

The Furness Bermuda Line, operating their new steamer *Fort St. George*, also steamer *Fort Hamilton*, will also provide sailings at seven-day intervals throughout the winter.

VOYAGING OVER THE SPANISH MAIN

To sail over tropical seas and to visit lands over which hover legends of explorers, buccaneers, and marooners, are pleasures of cruises to the West Indies and beyond. Here groped their way over unknown seas Columbus, Balboa, Ponce de Leon. Here lurked under their "Jolly Rogers" Captain Kidd, Sir Henry Morgan, Edward Leach, "Blackbeard." The galleons have sailed away forever, but they have left in and about the Caribbean treasures of romance and tradition. For the tourist of to-day, the West Indies provide delightfully mild winter voyages, combined with visits to unusual scenes ashore.

AT NASSAU IN THE BAHAMAS

Lying off the Atlantic Coast in about the same latitude as southern Florida, the Bahamas, since 1629 a British possession, include a labyrinth of some three thousand islands, islets, coral keys and reefs. The capital and chief seaport of the group is Nassau, on the island of New Providence. This city is also the tourist headquarters. Its popularity with American and European winter travelers has been long established. With an average winter temperature of 72° and fanned almost continually by the trade winds, the climate is delightful. At Nassau you may play golf on a nine-hole course within sound of the surf, and containing within its limits forts centuries old. There are numerous tennis courts, shaded by palms, still-water and surf bathing, yachting, fishing, and interesting drives.

Steamship service between New York and Nassau is provided by frequent sailings of Ward Line steamships, and weekly by the Munson Line. Nassau and Miami, Florida, are connected by the Peninsular and Occidental Steamship Line.

VISITING THE CUBAN CAPITAL, AND BEYOND

When the steamship passes the grim walls of Morro Castle and glides into the busy waters of Havana Harbor, the winter tourist enters upon scenes characteristically foreign. To the American visitor Havana has a charm of both ancient and modern origin. Here one may view remains of the Spanish dynasty with their tragic memories, and here enjoy the brilliant life of the present-day Republic's capital city.

But Cuba's attractions are not confined to Havana or its immediate environs. There are many attractive trips, both short and long, into a region which imprest Columbus as "the most beautiful land eyes have ever beheld."

The chief railway systems of the Republic are the United Railways of Havana, the Western Railway of Havana, and the Cuba Railroad. Steamship service between Havana and New York is performed by Ward Line, United Fruit Line, and various special cruise steamers. Daily sailings between Key West, Fla., and Havana are made by the Peninsular and Occidental Line in connection with its Port Tampa-Key West division. Direct service between New York and Eastern Cuban ports is afforded by the Munson Steamship Line.

SIGHTSEEING IN JAMAICA

On the West Indian cruise Kingston, Jamaica, is a favorite port of call with winter travelers. This island, a British possession, mountain-crowned, bordered by sapphire harbors, intersected with superb motor roads, and providing every form of outdoor recreation, is a tropical fairyland. Visits to ancient "Spanish Town," the old-time capital; to the world-famous botanical gardens; the river and mountain scenic attractions; to Blue Hole, a pirate

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rendezvous of past centuries, provide interest. Kingston, Jamaica, is a port of call on West Indies cruises described elsewhere.

WHAT TO SEE IN PORTO RICO

Porto Rico has been famed for its attractions since Juan Ponce de Leon, so imprest with its beauty, founded the present city of Ponce in 1508. In few other places may we see the old and the new in such vivid contrast as in San Juan, the principal port, in Ponce, and other towns of the island.

Among the points of interest are these scenic drives—Coamo Mineral Springs, sugar plantations, historic fortresses, and other buildings, etc. All forms of outdoor sports are available.

Between New York and Porto Rican ports steam the vessels of the New York and Porto Rico Steamship Company, offering attractive sixteen-day tours.

UNDER THE STARS AND STRIPES AT CHARLOTTE AMALIE

Of increasing interest to Americans, now that the archipelago is a United States possession, are the Virgin Islands—St. Thomas, St. John, St. Croix. Charlotte Amalie, St. Thomas, is the chief port in picturesque mountain and harbor setting. Legends of the buccaneers of old who brought their gold to these islands abound. Beyond, on the course of ships bound to and from South America, are the Barbados, "Little England," with many points of interest to the tourist. Charlotte Amalie, St. Thomas, and Bridgetown, Barbados, are ports of call on West Indian cruises described elsewhere.

EXPLORING THE CARIBBEAN COAST COUNTRIES

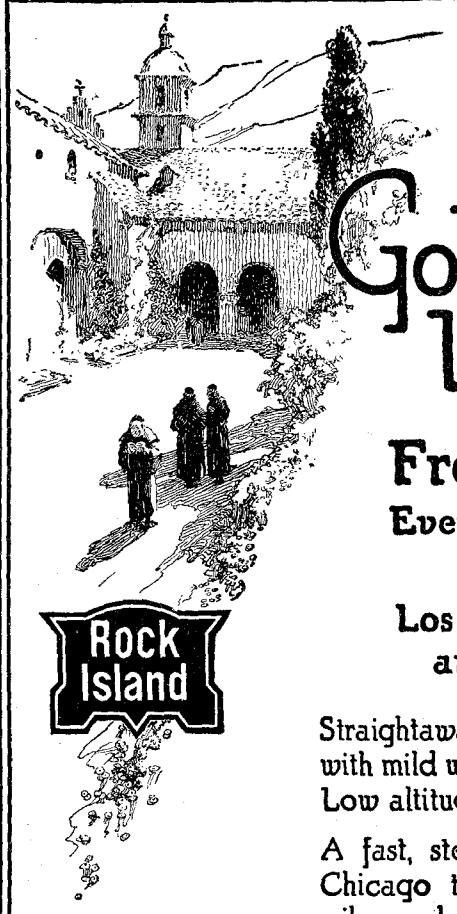
Sailing southward from the West Indies, steamship lines extend across the Caribbean Sea to lands rich in interest. In Central America there are Honduras, Guatemala and Salvador, which were consolidated last October into a new republic—the Central American Federation. Visitors to Honduras and Guatemala should see the Maya ruins, among the most extensive remains of a prehistoric race in existence. Temples, monoliths, columns, with inscriptions in an unknown language, offer a fascinating spectacle. Costa Rica is noted for its impressive scenery, and tourists should visit San José, the capital, reached from Port Limon after a rail climb of 3,816 feet over the wildest scenery. On the northern coast of Colombia are Cartagena, Spain's treasure city, until captured by Sir Francis Drake; Puerto Colombia, seaport for the interesting city of Barranquilla, twenty miles inland on the Magdalena River, and Santa Marta, founded in 1525.

PANAMA, WORLD'S ENGINEERING MARVEL

Panama, marine junction of Atlantic and Pacific shipping, is the goal of an ever-increasing tide of winter tourists. The government-owned and operated Hotel Washington at Cristobal, the Caribbean entrance, affords all the attractions of a first-class resort hostelry. From this point the great engineering features of the Canal may be visited and side trips made to other points of interest. These and other near-by ports are included in the itineraries of various West Indies cruises.

Cruises to the West Indies by the United Fruit Company's fleet include the following sailings from American ports:

23-day cruise from New York to Havana, Cuba;



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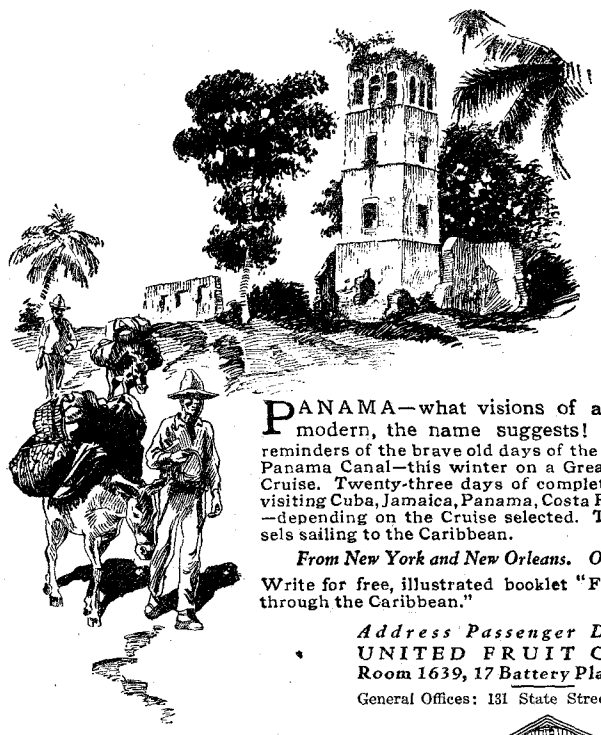

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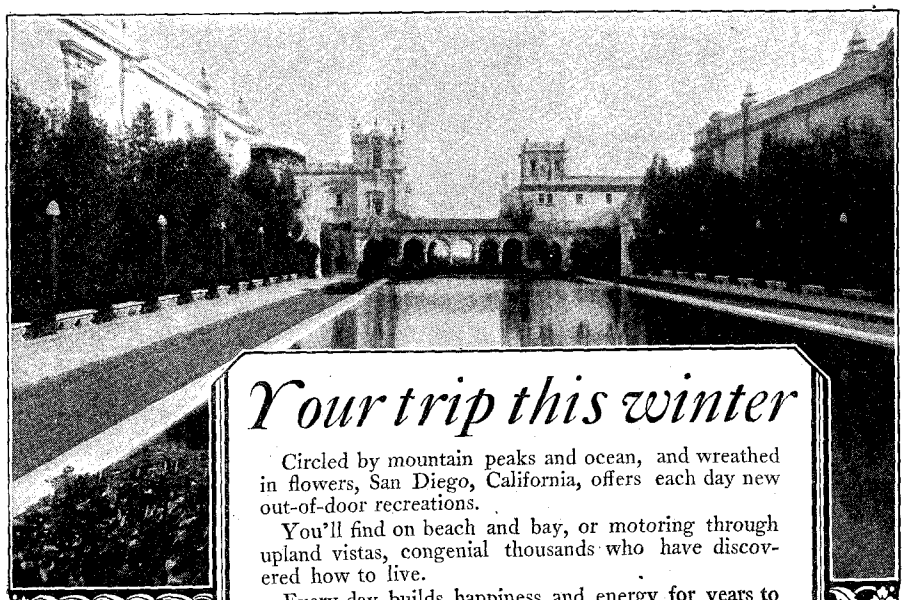

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WINTER TRAVEL
Continued

Port Antonio and Kingston, Jamaica; Cristobal, C. Z.; Port Limon, Costa Rica; and return via Havana.

23-day cruise from New York to Kingston, Jamaica; Cristobal, C. Z.; Cartagena, Puerto Colombia and Santa Marta, Colombia; returning to Cristobal and Kingston, thence to New York.

16-day trip from New York to Kingston, Jamaica, and return.

23-day cruise from Boston to Havana, Cuba; Port Limon, Costa Rica; Cristobal, C. Z.; thence returning to Boston via Port Limon.

16-day cruise from New Orleans to Cristobal, C. Z., Bocas del Toro, Panama; Havana, Cuba; thence to New Orleans.

16-day cruise from New Orleans to Havana, Cuba; Cristobal, C. Z.; Bocas del Toro, Panama; thence to New Orleans via Cristobal.

23-day cruise from New York to San Diego; Cuba; Kingston, Jamaica; Belize, British Honduras; Puerto Barios, Guatemala; Pela; Puerto Cortez; Puerto Castilla; returning via Pela, Kingston and San Diego.

This winter in January, February, and March, the White Star Line will operate its 20,400-ton *Megantic* in a series of attractive West Indies cruises. Leaving New York, the itinerary will include stops for sightseeing at Havana, Cuba; Kingston, Jamaica; Panama Canal; La Guayra, Venezuela; Port of Spain, Trinidad; Bridgetown, Barbados; Fort de France, Martinique; Charlotte Amalie, Virgin Islands; San Juan, Porto Rico; Nassau, Bahamas; (January cruise); and Hamilton, Bermuda (March cruise).

Two special 27-day West Indies cruises will be made this winter by Canadian Pacific S. S. *Empress of Britain*, leaving New York January 21 and February 21. The itineraries include calls at Havana, Cuba; Kingston, Jamaica; Colon, Panama; La Guayra, Venezuela; Port of Spain and La Brea, Trinidad; Bridgetown, Barbados; Fort de France and St. Pierre, Martinique; Charlotte Amalie, St. Thomas; San Juan, Porto Rico; Nassau, Bahamas; on first cruise; and Hamilton, Bermuda, on second cruise.

West Indies cruises are to be made during January, February and March, by the Furness Bermuda Line S. S. *Fort St. George*, sailing direct to St. Thomas and St. Croix, Virgin Islands, (American); St. Kitts and Antigua, Dominica, (British); Guadeloupe and Martinique (French); St. Lucia, Barbados and Trinidad (British); thence returning to New York.

From St. John, N. B., and Halifax, N. S., West Indies cruises will be made this winter by the Royal Mail Steam Packet, the itinerary including Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, Demerara.

CRUISES FROM THE ATLANTIC TO THE PACIFIC COAST

Services from the Atlantic to the Pacific Coast via the Canal include those of the Matson Line from Baltimore, calling at Havana, Panama Canal, Los Angeles and San Francisco; also the Pacific Mail Steamship Company from Baltimore, calling at Havana, Canal Zone, La Libertad, Salvador, San José, Guatemala, Los Angles and San Francisco.

CHARTERED STEAMSHIP CRUISES

We have spoken of the good service provided by the well-equipped tourist agencies. In some cases these agencies have chartered steamships for special cruises.

The American Express Company has chartered the Cunard liner *Carmania* sailing from New York February 11 and calling at the following ports:

Madeira, Cadiz (for Seville), Gibraltar, Algiers, Monaco (for Nice, Monte Carlo), Naples (for Pompeii), Fiume, Venice, Phaleron Bay (for Athens), Tchanak Kalessi (Dardanelles), Constantinople, Haifa (for Palestine), Alexandria (for Cairo), Naples (for Capri, Sorrento, Amalfi, Rome), Gibraltar.

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The same company has also chartered the S. S. *Ebro* of the Pacific Line, sailing to Valparaiso on the west coast of South America by way of Havana and the Panama Canal. Members of the party on this cruise may cross the continent to Buenos Aires, returning to New York by the Munson Line S. S. *American Legion*. Another cruise under the same auspices is that sailing from Baltimore January 7 on the *Buckeye State* of the Matson Line to Hawaii.

Raymond & Whitcomb Company have chartered the S. S. *George Washington* for a cruise leaving New York February 14 and visiting the Azores, Madeira, Spain, Gibraltar, Algiers, Sicily, Italy, Athens, Constantinople, Syria, the Holy Land, Egypt, Corfu, Jugo-Slavia, Corsica and the Riviera, thence via Cherbourg to New York.

This same company has also chartered the S. S. *Hawkeye State* of the Matson Navigation Company for a cruise to the Hawaiian Islands.

Thomas Cook and Son have chartered the *Caronia* of the Cunard Line for a tour leaving New York January 28th to Madeira, Cadiz, Gibraltar, Algiers, Monaco, Naples, Alexandria, Haifa, Constantinople, Athens; and on the return, Naples and Gibraltar.

GETTING ACQUAINTED WITH OUR SISTER CONTINENT

For those who would embark upon a travel experience unlike any other on land or sea the call of South America is irresistible. An ocean voyage crossing the Equator, scenery of surpassing grandeur, picturesque living races, awe-inspiring monuments of extinct races, superb cities, mighty commercial enterprises, fill the cup of travel adventure to overflowing. If you have a taste for archeology, ethnology, or the wonderful in nature; if you simply go for the fun of seeing the unusual or to learn at first hand some of the rudiments of Latin-American trade in the world's commercial reconstruction, you will be satisfied.

If the traveler's time permits of no further exploration, the journey from New York to Buenos Aires, with calls at Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo on the east coast will provide a trip of extraordinary interest. But with three or, better four, months, at his disposal the tourist who would obtain a more comprehensive insight into South American wonders will take the great circle trip through the Panama Canal, down the west coast, with visits ashore at Ecuadorian, Peruvian, Bolivian and Chilean points of interest, crossing the Andes by the Trans-Andean Railway to Buenos Aires, and returning home via the east coast ports heretofore mentioned.

On the journey down the west coast the first stop for most visitors is Callao, port for Lima, City of the Kings, founded by Francisco Pizarro in 1535. The magnificent cathedral completed in 1625, with priceless historical treasures; the museums with their rare collections; the ancient residence of the viceroys of past generations, now the Government Palace; the oldest university in the Americas; the shops with their unusual wares; the colorful costumes of the people, all hold the visitor's interest.

On the second morning after leaving Callao the steamer reaches Mollendo. Here the tourist may disembark for the remarkable rail trip to Arequipa, Cuzco, and La Paz, visiting Titicaca, the sacred lake of the Incas, highest navigable water on the earth's surface.

Leaving Mollendo, the train crosses the Desert of Islay and then plunges into the

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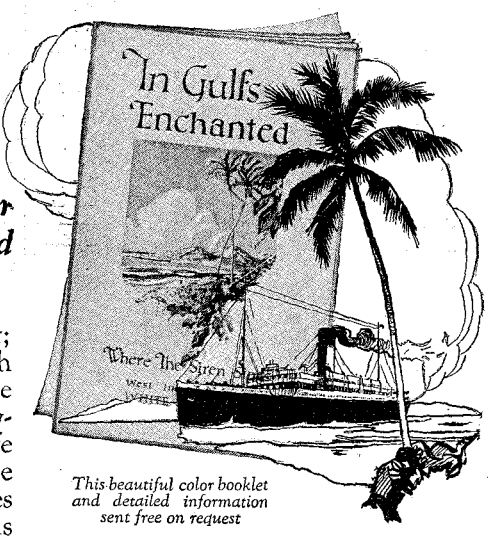

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The itinerary: Cuba, Jamaica, Panama Canal, Venezuela, Trinidad, Barbados, Martinique, St. Thomas, Porto Rico, Nassau and Bermuda. Duration of each cruise approximately 28 days. **No passports required. Rates $300 and upwards.**

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WINTER TRAVEL

Continued

Andes, climbing up to Arequipa at an altitude of 7,500 feet.

From Arequipa the railway climbs to the divide at an elevation of 14,666 feet, thence descending to Juliaca. From here one stem continues to Cuzco, the other to Puno, port of departure for the Lake Titicaca trip.

Cuzco, ancient capital of the Incas, is one of the most impressive of all South American cities. Its imposing plaza, great cathedral, Monastery of Santo Domingo, standing on the foundation of the Incas Temple of the Sun, its picturesque market and the neighboring Inca Fortress, one of the first among the world's archeological wonders, contribute to make it a city of intense interest.

Returning from Cuzco to Juliaca, thence to Puno, the train is abandoned for a sail over South America's lake of the sky.

Lake Titicaca is twelve thousand five hundred feet, or more than two miles, above the sea, 135 miles in length and 66 miles broad.

From Guaqui to La Paz is a rail ride of about sixty miles, and on the way another collection of pre-Inca ruins should be visited.

La Paz is a colorful city, nestling in a canyon on either side of the Chuquiapu River, teeming with Indians and herds of llamas, presenting a novel picture to the tourist.

From La Paz two railway lines extend through the wildest of mountain scenery to Pacific ports, one terminating at Arica, the other at Antofagasta. From each the west coast tour may be continued by steamer to Valparaiso.

At Valparaiso the majority of tourists cross the continent to Buenos Aires. Others who have the time and desire to view the island fairyland of the southern Chilean coast and the stern majesty of Magellan Straits embark on the continent-encircling voyage.

Valparaiso is a busy, cosmopolitan city, its harbor crowded with shipping.

Leaving Valparaiso for the transcontinental journey, a train is boarded for Santiago, 2,000 feet above the sea.

This capital city of the Chilean Republic stands at the base of the Cordillera of the Andes, a superb city in all respects.

The trans-Andean trip begins here. Of all mountain railway rides this is most inspiring. It is beside rushing torrents, up narrow canyons, over dizzy bridges, in and out of tunnel mouths.

Buenos Aires, capital of the Argentine Republic and metropolis of South America, is often styled also the Paris of South America. Visitors will find the comparison appropriate. The Avenida de Mayo is in many respects a replica of the famous Paris boulevards. Palermo suggests the "Bois de Boulogne," while the great theaters, stately government buildings, brilliant shops, imposing statues, fashionably drest men and women, all carry out the atmosphere of the French capital. Buenos Aires is not all splendor, however.

Voyaging northward along the east coast the next important port is Montevideo, capital of Uruguay.

Then comes Santos, the most important coffee exporting center of Brazil. It is the port for São Paulo, a bustling modern city, two hours by rail inland.

Continuing the coastwise journey, the steamship enters the great mountain gateway of Rio de Janeiro Harbor, and there comes into view a city with setting probably unequaled elsewhere on this or any other continent. Among the points of interest are the National Library, Fine Arts Museum, Cathedral, Botanical Gardens, etc.

At the easternmost part of the continent are the ports of Bahia and Pernambuco, each of high commercial importance, and beyond them Para, at the mouth of the mighty Amazon, the world's first port in the export of raw rubber.

A brief directory of the more important South American steamship service follows:

From New York to west coast ports via Panama Canal are regular sailings by express steamships of the Pacific Steam Navigation Company, calling en route at important west coast ports as far south as Valparaiso, connecting there with the steamship route to Puntas Arenas.

At Cristobal west coast steamers make connection with United Fruit and Panama Railroad steamships.

A special cruise-tour of South America will be made this winter from New York by S. S. *Ebro* of the Pacific Line, southbound to west coast ports, returning up east coast by Munson Line S. S. *American Legion*. There will also be a special cruise-tour by the new S. S. *Vandyck* of the Lamport & Holt Line south bound to Rio de Janeiro, Montevideo, and Buenos Aires, returning up the West Coast from Valparaiso by the S. S. *Ebro* of the Pacific Line.

Between New York, Rio de Janeiro, Montevideo, and Buenos Aires, calling at Santos northbound, are operated steamers of the United States Shipping Board under control of the Munson Steamship Line.

The Lamport and Holt Line's fleet plys between New York, Rio de Janeiro, Montevideo, and Buenos Aires, calling at Barbados northbound.

The Norton Line American Mail S. S. *Crofton Hall* provides sailings between New York, Montevideo and Buenos Aires.

ROUTES TO THE PACIFIC COAST

Which route is a perplexing question with many travelers. Each has its individual attractions, and it is customary with most tourists to go by one route and return by another. As an aid in making the itinerary we give a brief outline of the main rail highways with the routing over them of important transcontinental trains. The Central and Southern routes are favored by the majority of winter tourists, yet many enjoy the bracing air and winter scenery of the northern mountains.

OVER THE CANADIAN NATIONAL-GRAND TRUNK ROUTE

The coast-to-coast route of the Canadian National Railways, extending from Halifax, Sydney and St. John on the east to Prince Rupert and Vancouver on the Pacific Coast, with steamer connection for Victoria and Seattle, traverses scenery of great variety and charm. It includes the forests of New Brunswick, the shores of the St. Lawrence, the cities of Quebec (over the great St. Lawrence Bridge) and Montreal, the Lake Region of Ontario, the vast Canadian prairies, the Canadian Rockies, and the valleys of the Thompson and Fraser rivers.

Between the maritime Provinces and Montreal are operated the "Maritime Express" and the "Ocean Limited," connecting at Montreal with the "Continental Limited" through to the Pacific Coast. Tourists from Toronto connect with this train by taking "The National" express to Winnipeg.

THE CANADIAN-PACIFIC ROUTE

From the Atlantic to the Pacific stretches the steel highway of the Canadian-Pacific, with many ramifications. The main stem after leaving Montreal continues to Ottawa, follows the north shore of Lake Superior to Fort William, thence to Winnipeg, Regina,

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Moose Jaw, Calgary, and through the heart of the Canadian Rockies, reaching the Pacific Coast at Vancouver by canyons of the Thompson and Fraser River Valleys. Tourists from Toronto join the main line at Sudbury, Ontario, and from Chicago via the "Soo Route" to St. Paul and Minneapolis, across Minnesota and Dakota to Portal on the Canadian boundary, thence to Moose Jaw on the main line.

Three transcontinental trains are operated, "The Imperial" between Montreal and Vancouver, the "Vancouver Express" between Toronto and Vancouver, and the "Soo Pacific Express" between Chicago and Vancouver.

BURLINGTON-GREAT NORTHERN ROUTE

The Great Northern Route to the Pacific Coast from Chicago to St. Paul, or from Kansas City to Billings, by the Chicago, Burlington and Quincy system, thence to North Pacific Coast points by Great Northern Railway, traverses the scenic region of the northern Rockies and Cascade Mountains and skirts the famous Glacier National Park, open, however, to visitors only during the summer months. The country traversed for the greater distance is a region of mountain, stream and forest.

The "Oriental Limited," operated over the Chicago, Burlington and Quincy system between Chicago and St. Paul, is the Great Northern's leading through train to Tacoma by way of Spokane and Seattle.

The "Glacier Park Limited" runs daily from St. Paul to Seattle via Spokane.

The "Great Northern Express" is operated from Kansas City to Seattle via the Burlington system from Kansas City and Lincoln to Billings, Montana, thence by Great Northern.

CROSSING THE MOUNTAINS BY ELECTRIC POWER

In its long span between Chicago and Seattle-Tacoma, the Chicago, Milwaukee and St. Paul route passes over the prairies of Minnesota and Dakota, where of old buffalo herds roamed, past the Saw-Tooth Ranges of the Bitter Roots, into the Columbia River Basin, up over the Cascade Range under snowclad peaks and down into the fertile lands of Eastern Washington, through the valleys of Mount Rainier to the great shipping center of the North Pacific Coast and its neighboring city. Six hundred and forty-nine miles of the mountain divisions are operated by electricity.

"The Olympian" and "The Columbian" are operated over this system from Chicago to Seattle-Tacoma. "The Pacific Limited" is routed over the St. Paul system to Omaha, thence to Ogden by Union Pacific, and from Ogden to San Francisco by Southern Pacific.

BURLINGTON-NORTHERN PACIFIC ROUTE TO THE COAST

In conjunction with the Chicago, Burlington and Quincy system from Chicago to St. Paul, the Northern Pacific's route to the north Pacific coast coincides for many miles with the trail established by those first explorers of the Northwest, Lewis and Clark. The traveler passes through the old Indian and buffalo country, with its many historic scenes nearby. Here memories are awakened of Custer and early struggles of the pioneers. The northern mountain and Columbia River scenery provides ample scenic attraction.

"The North Coast Limited" from Chicago to St. Paul via the Burlington route is the Northern Pacific's premier train via Butte, its Portland cars being switched off at Spokane to the Spokane, Portland and Seattle Railway.

The Northern Pacific operates also a through

When Evangeline came to Louisiana

"THE Eden of Louisiana" is what the Acadians called the beautiful Bayou Teche country near New Orleans. With its live oaks, hanging moss and picturesque plantations it is as fragrant and charming today as when Longfellow's beautiful heroine sighed for her lover under the moss-draped oak that bears her name.

Stop over in New Orleans on your Sunset Way to California and revel in the ways and byways of this fascinating Southern City. You can visit the old French quarter—see relics of the Spanish regime—explore busy markets—dine at quaint restaurants—visit the Haunted House and Duelling Oak and enjoy a hundred delightful experiences.

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Operated over a mild, sunny route all the way, free from ice and snow. Observation Car, Through Dining Car and other modern travel comforts. Daily Through Tourist Sleeping Car Service between Washington, D. C. and San Francisco. Tri-weekly Sleeping Car Service to Globe, Arizona, for the side trip to ROOSEVELT DAM on the APACHE TRAIL.

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St. Augustine — Alcazar — Now Open
Ponce de Leon — Jan. 7
Ormond-on-the-Halifax — Ormond — Jan. 5
Palm Beach — Royal Poinciana — Jan. 16
Breakers — Dec. 20
Miami — Royal Palm — Jan. 2
Key West — Casa Marina — Dec. 31
Long Key — Long Key Fishing Camp — Jan. 2
Nassau — Colonial — Jan. 14
Bahama Islands — Royal Victoria — Dec. 27
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WINTER TRAVEL
Continued

daily train from St. Paul to Seattle and Portland via Helena, Montana.

THE SHASTA ROUTE

This route of the Southern Pacific provides the only main artery of travel from North Pacific coast points to California. Superb views of Mount Shasta are had as the train passes over the summit of the Siskiyous and into the canyon of the Sacramento River, thence into the Sacramento itself and across the valley to Oakland and San Francisco. All trains over this route stop at Shasta Springs to permit passengers to sample these famous waters. "The Shasta" and "The Oregonian" between Seattle, Tacoma, Portland and San Francisco are important trains.

THE OVERLAND ROUTE AND CONNECTIONS

With its main feeder from Chicago to Omaha, the Chicago and Northwestern System, the Union Pacific System, between Omaha and Ogden, follows the old Overland Trail of pioneer days along the Platte River. Near Cheyenne the great wall of the Rocky Mountains comes into view, the Continental Divide being passed at Creston, this route descending through Echo and Weber Canyons to the great Salt Lake Basin. Before Salt Lake has been reached, however, the northern arm of the Union Pacific has diverged at Granger, stretching northwestward to the Columbia River, thence along its shores to Portland. From Ogden junction is made with the Southern Pacific's Ogden Route, continuing westward on its great Lucin Cut-Off, built for many miles over the Great Salt Lake, thence following the trail of the "Forty-Niners" to Truckee, and down the Western slope of the Sierras, following the rim of the American River Canyon to the Sacramento Valley and San Francisco. At Salt Lake City the Union Pacific's southwestern arm continues to California, through Utah and Nevada, following the Old Mormon Trail and terminating at Los Angeles.

Among famous trains to the Pacific Coast by the Overland Route and its connections are the "Overland Limited" from Chicago to Omaha via Chicago and Northwestern System; Omaha to Ogden via Union Pacific; Ogden to San Francisco via Southern Pacific.

"The Pacific Limited," via Chicago, Milwaukee and St. Paul to Omaha, provides a morning departure from Chicago and unusually fast time from San Francisco to New York, Eastbound.

"The Los Angeles Limited," Chicago to Omaha via Northwestern System, thence over the Union Pacific System to Los Angeles via Salt Lake City. Over the same route is operated "The Continental Limited."

THE RIO GRANDE-FEATHER RIVER CANYON ROUTE

From Denver or Colorado Springs to Salt Lake City by the Denver and Rio Grande Western and from Salt Lake City to San Francisco by the Western Pacific railways this route includes the Pikes Peak region (Colorado Springs, Manitou, Pikes Peak, etc.), the Royal Gorge, through which the railroad passes, Collegiate Peaks, Tennessee Pass, Continental Divide, Canyons of the Eagle and Colorado rivers, Ruby Canyon, Price River Canyon, Castle Gate, Soldier Summit (summit of the Wasatch Range), the Great Salt Lake, Feather River Canyon and the "Sierras."

From Chicago and Omaha (direct connections from St. Louis and Kansas City) by way of Denver en route to California, the Burlington, in connection with the foregoing railways, operates through service over this central scenic highway. Through cars are also operated in conjunction with the Missouri Pacific system from St. Louis to Denver, and connections are made at Denver with Rock Island and Union Pacific trains. A feature of this service is the fact that the schedule has been so arranged that all of the major scenic attractions are passed during the daylight hours.

Leading trains to California include the "Scenic Limited" and "Salt Lake and San Francisco Express," with connections at Ogden via Southern Pacific.

THE SANTA FE TRAIL

The Santa Fé route from Chicago to California, closely paralleling between the Missouri River and the Rockies the old Santa Fé Trail of pioneer days, provides many points of interest for winter tourists. Among the foremost are the ancient city of Santa Fé and its environs and the Grand Canyon of the Colorado River in Arizona.

THE CITY OF SANTA FE

antedating both Jamestown and Plymouth, was founded in 1605 by the Spaniards. Seventy-six Mexican and Spanish and nineteen American rulers have successively occupied the governor's palace on the plaza.

The real Santa Fé of the traveler's anticipation—the Mexican quarter—consists of low adobe huts, divided by narrow winding lanes, where burros loaded with firewood pass to and fro. The American section has substantial buildings, and the new museum and art gallery is a Mecca for artists of national reputation.

Santa Fé is the center of archeological research in America. Work is being carried on among the prehistoric cliff dwellings at Pajarito Park, Puyé and Rito de los Frijoles.

Within a few hours' ride are several Pueblo Indian and Mexican villages. Ascend Pecos River to the rangers' camp at Panchuela, past Valley Ranch, and the scenic beauty of the surrounding mountains is evident. Few tourists will wish to miss that unique hostlery near the city, the Bishop's Lodge formerly an old mission. Farther on this route, at Adamana, tourists stop over for a visit to the Petrified Forest and Painted Desert, and continuing westward and merging at Williams there is that most stupendous of all natural wonders,

THE GRAND CANYON

The Grand Canyon National Park is open throughout the year.

Charles F. Lummis has written of it. "Ten thousand pens have 'described at' this Indescribable, in vain. It is alone in the world. The only Mountain Range in Captivity—a hundred miles of unearthly peaks, taller from their gnawing river than Mt. Washington above the distant sea; all countersunk in a prodigious serpentine gulf of living rock; a Cosmic Intaglio, carved in the bosom of the great Arizona Plateau. Nowhere else can you look up hundreds of 7,000-foot cliffs whose tops are but three miles from a plummet to your feet. And from their Rim, look down upon such leagues of inverted and captive skies—of rainbows in solution, and snow and thunder tempests far below you; and brimming fogs that flow with the moon, and with dawn ebb and ebb—till one by one the white, voiceless tide reveals the glorified

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'Islands' of its countless archipelago of glowing peaks.

"To all it is a Poem; History; an imperishable Inspiration. Words cannot overtell it—nor half tell. See it, and you will know why!"

The Santa Fé System enters California near Needles on the Colorado River, the Southern Division for Los Angeles and San Diego diverging at Berstow, and crossing the mountains through Cajon Pass; the northern lines continuing through the central valleys to San Francisco.

Over the Santa Fe Route four daily trains are operated to the Pacific Coast: "The California Limited," for Los Angeles and San Diego (with through Pullman via Grand Canyon); "The Navajo," Chicago and Kansas City to Los Angeles, San Diego and San Francisco; "The Scout," Chicago and Kansas City to Los Angeles, San Diego and San Francisco; "The Missionary," Chicago and Kansas City to Los Angeles, San Diego and San Francisco (Pullman via Grand Canyon). The first three trains are operated via La Junta and Albuquerque; the fourth, via Amarillo and Belen.

THE ROCK ISLAND-GOLDEN STATE ROUTE

The Rock Island Route in conjunction with the El Paso and Southwestern and Southern Pacific Systems to California affords an attractive low altitude trip to the Coast from Chicago, St. Louis, St. Paul, Minneapolis, Kansas City or Memphis.

From Chicago the route is through the Illinois River Valley, crossing the Mississippi at Rock Island, thence to Kansas City, where connection is made from the Twin Cities on the east and St. Louis on the south. From Kansas City the tourist passes through Kansas, Oklahoma and Texas. At Tucumcari, just across the New Mexico border, the division from Memphis joins the main line.

El Paso with the Mexican city of Juarez on the opposite shore of the Rio Grande; Tucson and San Xavier Mission; a side trip to the Roosevelt Dam from Bowie or Maricopa are among points of interest, this route entering California through the picturesque Carriso Gorge, a scenic wonderland described under "The Sunset Route."

The Rock Island's premier train to the Coast is the "Golden State Limited" from Chicago to Los Angeles, San Diego and Santa Barbara; also "The Californian" from St. Louis and Kansas City to the Coast. At Kansas City cars from Minneapolis and St. Paul join the train and at Tucumcari from Memphis.

Tourists desiring to go to California via Denver and Colorado Springs are provided direct service from Chicago or St. Louis to these two cities over the Rock Island Lines.

THE SUNSET ROUTE

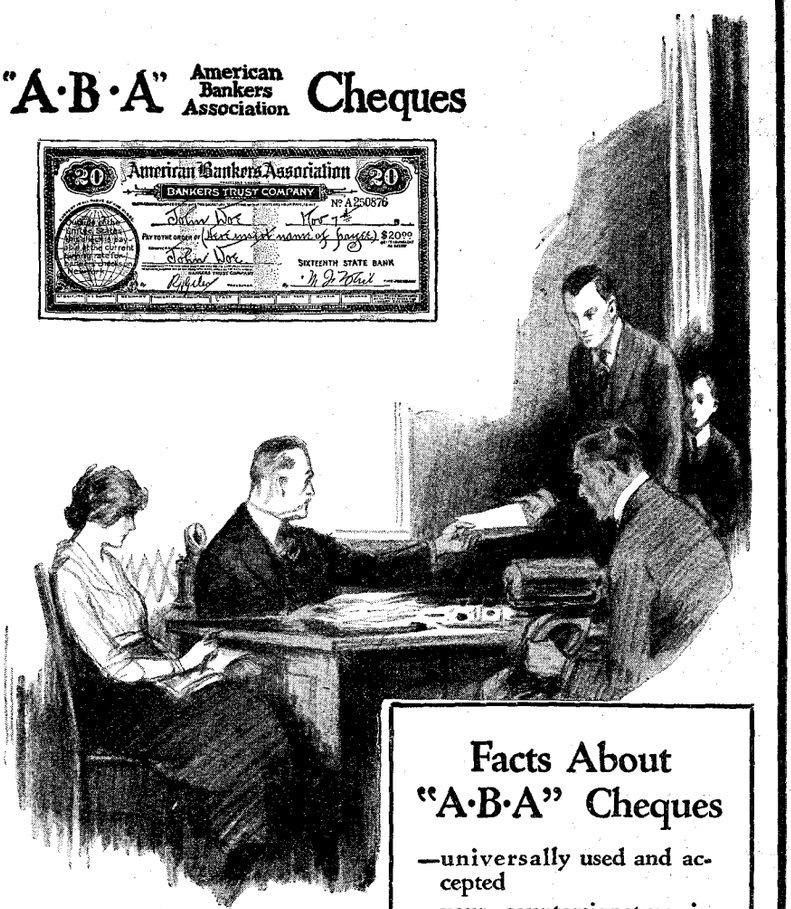
The Sunset Route of the Southern Pacific Lines from New Orleans across Spanish America to California is rich in attractions for the transcontinental tourist. This route may be combined with a delightful voyage from New York to New Orleans by the Southern Pacific's well-appointed steamships plying between these ports. Rail connections to New Orleans from Eastern and Middle Western States are provided by the Southern Railway, Louisville and Nashville, Illinois Central, Gulf Coast Lines, Missouri Pacific, and their various connecting systems.

After leaving the fascinating "Crescent City" the route is through tropical scenery, including forests of cypress, sugar plantations, stretches of rice fields and pine forests to Houston, an interesting city, with an attractive side trip to Galveston, the "Atlantic City of the Southwest."

For Business Men

—as desirable as an escape from details—

"A·B·A" American Bankers Association Cheques



BANKERS TRUST COMPANY
New York City

Facts About "A·B·A" Cheques

—universally used and accepted

—your countersignature in presence of acceptor identifies you

—safe to have on the person because they cannot be used until they have been countersigned by the original holder

—safer than money, and frequently more convenient than Letters of Credit because the bearer is less dependent on banking hours

—issued by banks everywhere in denominations of $10, $20, $50, and $100

—compact, easy to carry, handy to use

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Ask your best friend if you dare!

YOU may even get intimate enough with some friends of yours to swap the real truth about your income tax and about many other very personal things.

But how many people do you know well enough to enable you to get on the subject of Halitosis with them? Not very many, probably. Halitosis is the medical term meaning unpleasant breath.

As you know yourself, Halitosis is one of the least talked about human afflictions and at once one of the most commonly prevalent ailments.

Nine out of ten people suffer from Halitosis either now and then or chronically. Usually they are unconscious of it themselves.

Halitosis may come from smoking, drinking, eating. It may be due to a disordered stomach, bad teeth, lung trouble or some other organic disorder. If it's a chronic ailment, of course, then it is a symptom of a condition your doctor or dentist ought to look after.

But very often it is only temporary and then you may overcome it by taking a very simple personal precaution that will mean ease of mind for you and comfort for your friends.

Listerine, for forty years the safe household antiseptic, is a wonderful combatant of Halitosis. Just use it regularly as a mouth wash and gargle. It will do the trick.

You probably now have Listerine in the house and know all about its many other uses as a safe antiseptic.

If you don't, just send us your name and address and fifteen cents and we shall be glad to forward you a generous sample of Listerine together with a tube of Listerine Tooth Paste sufficient for 10 days' brushings.

Address Lambert Pharmacal Company, 2128 Locust St., Saint Louis, Mo.

For Halitosis use Listerine

WINTER TRAVEL
Continued

The line now gradually ascends the Texas plateau to

ANCIENT SAN ANTONIO

Here, adjacent to skyscrapers, one may see the old time adobes, and that shrine of American valor, the ancient Alamo. Near-by are ruins of missions dating back centuries. The San Antonio of to-day, with its sulphur springs, golf-links, fine motoring, and modern hotels, is one of the most popular winter resorts in the Southwest. San Antonio may be also reached from St. Louis by the Missouri Pacific and Missouri, Kansas and Texas systems.

From San Antonio to El Paso the "Sunset Route" passes over its highest altitude, which is only 5,082 feet, making this the lowest altitude route to the Coast. At El Paso the Chicago, Rock Island and Pacific-El Paso and Southwestern-Southern Pacific, known as "The Golden State Route," described in detail elsewhere, joins "The Sunset Route." Thence the way leads on to Bowie, Arizona, where a side trip diverges to Globe for a tour of

THE MARVELOUS APACHE TRAIL

This, says a recent writer, "was the historic route followed by the Apache hordes in their descents upon the far-flung settlements of the encroaching whites. To-day. . . . instead of the muffled hoof-beats of flitting ponies, the grim canyon now re-echoes to the throb of pulsing pistons."

Seven-passenger automobiles afford attractive one-day trips over the Trail to the Roosevelt Dam providing, in addition to the wonderful natural scenery, a visit to the Cliff Dwellings of a pre-historic race. To see the entire Apache Trail the trip may be continued from Roosevelt Dam to Phoenix, thence to the Pacific Coast via Maricopa and Yuma. However, through Pullmans are operated over the Southern Pacific to Bowie and Globe, where tourists can have a one-day automobile trip over the Apache Trail to Roosevelt Dam and return to Globe, continuing that night in same car to the coast, or vice versa. Farther westward the Sunset Route passes Tucson and on to the California line.

The Sunset Route of the Southern Pacific System now has two entrances, each emanating from Yuma on the Colorado River. The newest and most southerly of these is the recently completed line which four times crosses the Mexican Border and leads directly to San Diego. Through tunnels, over lofty bridges, and along precipitous mountain-sides it penetrates California's southernmost natural wonder, the multi-tinted mountain chaos of the Carriso Gorge. The other entrance from Yuma follows the southern slope of the Chocolate Mountains, skirts the Salton Sea, crosses the divide by San Gorgonio Pass, thence descending into the San Gabriel Valley to Los Angeles. Certain trains of the Rock Island and Southern Pacific Systems are operated to the coast via El Paso and the Carriso Gorge. From Los Angeles to San Francisco extend the coast and valley lines of the Southern Pacific northward, the Sunset Route providing a ride close to the surf, and the "Big Trees" to San Francisco, connecting there with the Shasta and Ogden Routes.

Two trains are operated over the Sunset Route from New Orleans to San Francisco, the first being the "Sunset Limited" and the second, the "Sunset Express." Between Chicago, El Paso, San Diego, Los Angeles and Santa Barbara is operated the Chicago, Rock Island and Pacific-El Paso and Southwestern-Southern Pacific's "Golden State Limited" and between Kansas City, El Paso and Los Angeles the same system's "Californian."

CALIFORNIA IN WINTER

One of the greatest thrills the winter tourist ever experiences is that of dropping down over night from the ice and snow of the Rocky Mountain Peaks into the orange groves in the heart of Southern California.

The contrast is so tremendous and the new surroundings are so delightful that it is almost impossible to believe you are still in our same little world.

Every month in the year is vacation time for tourists in California, but it is those who arrive in January who constitute the greatest advertising force of California's charms, because the warm days and nights, the sunshine, myriads of flowers and ripening fruits form such a contrast with what they have just left behind.

For many of those who still have in store their first trip to California, it is difficult to realize that the state extends along the Pacific Coastline from a point opposite Boston on the Atlantic Coast to the Mexican line parallel to Atlanta, Georgia.

With this large latitude and a variation of altitude of fourteen thousand feet between sea level and the highest peaks, it is not surprizing that California can serve to her tourist friends, almost any kind of climate at any time of year.

The Mecca for the traveler desiring to escape the rigors of winter at home, is the bay region of San Francisco, south.

If you enter California through the new Carriso Gorge route, one of the most scenic and expensive bits of railroad engineering in the world, you will begin to see California at its far southern extremity, as did the Spanish explorer, Cabrillo, 350 years ago from the harbor of San Diego.

San Diego is a clean appearing American city of probably 100,000. It has no smoke, and little dust, and provides somewhere to go and something to do sufficient to fill every hour. It is but five minutes' walk from your hotel to the harbor to visit the latest type of dreadnought floating peacefully at anchor, or three-score torpedo boats and other naval craft, or to watch the big naval flying boats skimming the water or circling overhead in battle formation, with occasionally a blimp or group of army planes.

With many visitors the first question asked is how to get to Tijuana, a little town across the Mexican Border. There is not a thing worth while to be seen there unless it might be a bullfight or a horse race, but tourists go for the novelty of setting foot on Mexican soil, buying a Mexican souvenir and startling their friends at home with postcards bearing Mexican stamps.

Most of the old San Diego Exposition buildings of 1915–16 still stand amid flowers and foliage more beautiful than in Exposition days, with a few of the most interesting exhibits still retained, and every day at three o'clock the world's largest out-of-door pipe-organ peals forth its melodies free to all.

The auto trip through Old Town, stopping at the adobe home of Ramona's Marriage Place, to the end of Point Loma, the southwest corner of the United States, are pleasures never to be forgotten. Few views in the old world or the new surpass in grandeur the panorama from the end of Point Loma.

Beautiful Coronado is only thirty minutes' ride, partly by ferry across the bay,

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and La Jolla forty-five minutes by automobile. Old Mission, mountain and valley trips by automobile over splendid boulevards, superb golf-links, games in the stadium, and various other forms of pleasure will keep one entertained as long as he cares to stay.

So much in California is different. There is always something new and unexpected. The magnificent Magnolia Drive of Riverside has been famous for the past quarter of a century, but did you ever hear of the Mission Inn? A quaint hotel of most charming design with a chapel that is an old mission itself, and from the cloisters and archives in the basement to the belfry, it is furnished with the most exquisite appointments of the Spanish padres and filled with ornaments, trinkets, and various art works of the days of Junipero Serra. Nowhere else in the world is there a hotel just like it, where the peace and quiet take one back involuntarily a hundred and fifty years.

From Smiley Heights at Redlands, half an hour's ride from Mission Inn, itself a bower of foliage and glory, one looks out over the orange and lemon groves for fifty miles to the west, while to the right are the mountain peaks of Old Baldy and Gray Back topped with snow, forming a picture never to be forgotten.

The old arrowhead on San Bernardino Mountain stands out as plainly as tho hewn there by human hands. At its foot are hot sulphur springs and another resort.

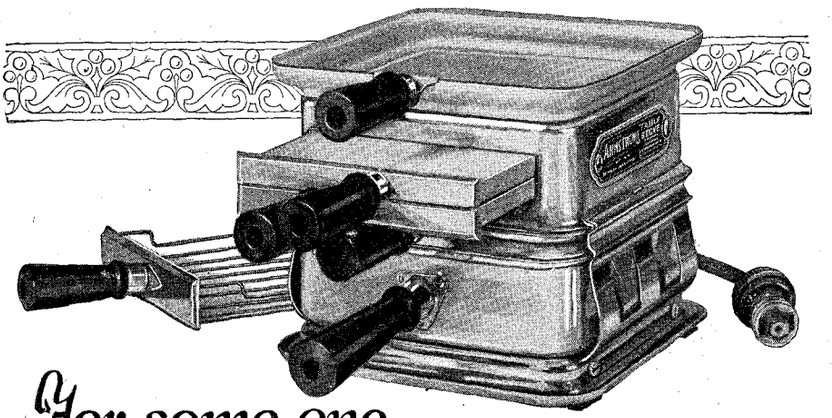
In two hours from here by motor over paved roads, by train or electric trolley, the tourist reaches Los Angeles. A book might be filled with description of points of interest to be seen here. Probably the best idea can be formed by the realization that in the past twenty years more than 500,000 tourist visitors have returned to Los Angeles to live, and they are returning to-day in larger numbers than ever before. Many who have come to California to retire, develop new energy, and as an outlet, enter some business or industry. More than four thousand factories, it is claimed, now call Los Angeles their home, and the total output of manufactured goods last year exceeded nine hundred million dollars.

In two hours from Seventh and Broadway, you may have ascended the incline railway to the Lick Observatory at Mt. Lowe, five thousand feet elevation. In thirty minutes over the famous Pacific Electric Railway system you can find yourself at any of a dozen beach resorts, Long Beach, Ocean Park, Venice, Redondo, Huntington Beach, and many more, with all the fun, frolic and frivolities of life, or you may motor for days over paved roads through the most magnificent resident districts, with green lawns and flowers on every side, geraniums to the eaves of the bungalows, and every style of residence construction known.

Ten miles to the north and just on the edge of the foothills is Pasadena, the city of roses, and to the west about the same distance is Hollywood, the home of the motion picture industry, where, at certain hours every day, visitors are taken behind the scenes to see the pictures being made.

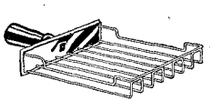
One should visit the museum where have been assembled actual skeletons of the first residents of Southern California, saber-toothed tigers, the giant sloth and mastadon, mammoth elephants, and more than a thousand other beasts who basked in the sunshine there two thousand years ago, then wandered into an asphaltum mire and so were preserved through all these ages.

A most profitable day is the trip to Catalina Island, twenty miles from the mainland, famous for its fishing-grounds, trans-



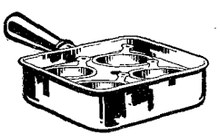
For some one on your Christmas list—

The ARMSTRONG TABLE STOVE

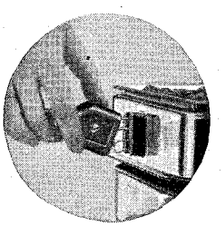


A. Makes toast twice as fast as an ordinary toaster, because it browns on both sides at once!

B. Griddle for top of stove—fries bacon, eggs, etc., makes hot cakes.



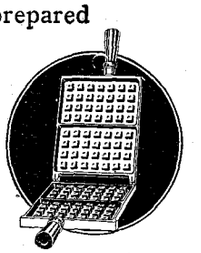
C. Deep pan showing cups for poaching eggs; also for broiling or grilling meat; or for boiling—holds quart of liquid.



D. Tilting plug slips on and off so easily that it gives instant and absolute control of the heat.

Tel·U·Where Information Bureaus will direct you to our dealers and supply booklet

FOR quickly-prepared breakfasts, for dainty easily-served luncheons, for impromptu suppers after the theater, for the business woman living alone, for the meals which must be separately prepared for the sick-room—for all these the Armstrong Table Stove is a wonderful help!



E. Cast-Aluminum Waffle Iron—bakes waffles while two other things are cooking; needs no grease.

Women are always surprised and delighted at its many unusual features; receiving the Armstrong is like getting a present of a portable kitchenette, so useful and so practical is this table stove!

It cooks three things at once, and enough for four people. It toasts on both sides without turning. It boils, broils, fries, grills and poaches; it bakes waffles.

The patented arrangement of the heating coils allows three foods to be cooking at no more than the cost of running one electrical device. The frame of the Armstrong is of polished steel, and the whole stove is light and easily handled.

A complete set of aluminum utensils—griddle, deep broiling pan, four egg cups with rack, and toaster—all with easy-to-hold ebonized handles, comes with the stove.

The stove is now only $12.50; the waffle iron is $4.00. Ask your electrical or hardware dealer to show them. Write for booklet B.

THE ARMSTRONG MFG. CO.
Formerly The Standard Stamping Co.
130 W. Seventh Avenue
Huntington West Virginia

ARMSTRONG
TABLE STOVE
Cooks 3 things at once

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Corns

Lift Right Off

Drop a little "Freezone" on a touchy corn or callus for a few nights. Instantly it stops aching, then shortly you lift it right off. Doesn't hurt a bit.

You can lift off every hard corn, soft corn, corn between the toes, and the "hard-skin" calluses on bottom of feet. Just get a bottle of "Freezone" at any drug store, anywhere.

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WINTER TRAVEL

Continued

parent waters, glass-bottom boats, and submarine gardens, etc.

In Los Angeles as in San Diego, hotels and apartments are everywhere, all prices and all classes.

In three hours by train from Los Angeles, or four by automobile, you will arrive in Santa Barbara, the winter home of many millionaires. It is a charming little community of probably 25,000 happy, contented folks, living there just because they like to do it.

Santa Barbara nestles right in the mountains, with a series of roads and boulevards winding here and there among the oaks and overlooking the ocean and beach below. Here also is the Santa Barbara Mission, one of the best preserved relics of its kind.

Over night by train or in eight or ten hours by motor from Santa Barbara north is beautiful Monterey Bay, Del Monte Hotel, in its gorgeous setting of parks and golf-links, Carmel-by-the-Sea, the famous artists' and authors' retreat three miles away, the seventeen-mile drive among the pines and rugged ocean crags, and many other interesting features to make you want to prolong your visit here.

And then San Francisco! Even the fire of 1906 could not change the character and romance of San Francisco. Daring buccaneers do not walk in and out of swinging saloon doors and shoot up the town as in the days of '49. Jack London would miss many haunts of the characters he created, and the Barbary Coast is presumably abolished, but it is still San Francisco and San Franciscans live to enjoy themselves.

It is big and busy, and some parts are "smelly," but somehow tourists feel at home and rather like the bustle and noise.

San Francisco handles the bulk of the trade from the immense Sacramento and San Joaquin Valleys, some three hundred miles in length, so it is in nowise a tourist town, but there is enough of sights not to be found elsewhere to consume every moment left of your vacation.

There are many interesting trips to be taken from San Francisco, but the temptation is to loaf about town and live over again the stories one has read about this fascinating city.

Yosemite National Park in all its glory is now a year-round resort, and if you are here to "do California," a side trip of three days to a week may be profitably spent in a visit there. The important rail gateways to California are described under "Trips to the Coast."

A WINTER VACATION IN HAWAII

The Hawaiian Islands form the goal of a delightful six-day ocean voyage, which after two days out from the Pacific Coast continues through soft trade winds and tranquil waters, terminating at palm-embowered Honolulu. Leaving the United States through the Golden Gate, the tourist reenters United States territory as the ship passes under the brow of Diamond Head and into Honolulu harbor.

With a maximum temperature of 85° in summer and a minimum of 55° in winter, and bathing-beaches where waters average 78°, Hawaii is a year-around resort.

Honolulu, island of Oahu, is the tourist headquarters, with countless points of interest within its limits and island environs.

Among the scenic wonders and attractions of the islands are: Hawaii National Park, including the continuously active volcano, Kilauea, the intermittently active summit crater of Mauna Loa, the inactive crater of Haleakala; Waimea Canyon; the Pali, a 1,200-foot precipice; Waikiki beach; Diamond Head; Mount Tantalus and Punchbowl Crater; sugar plantations; pineapple fields and canneries.

The difficulties of obtaining steamer accommodations to the Hawaiian Islands in the height of the winter season will be largely alleviated by a material increase throughout 1922 of sailings between the Pacific coast and Honolulu, including:

Canadian-Australasian Royal Mail Line—From Vancouver and Victoria, B. C., to the Antipodes via Honolulu; an outbound steamer approximately once a month.

Alaska Steamship Co.—From Seattle to Honolulu only; new route recently opened.

Matson Navigation Co.—From Seattle to Honolulu only; new route recently opened.

Matson Navigation Co.—From San Francisco; regular weekly sailings to Honolulu and other points in the Hawaiian Islands.

Oceanic Steamship Co.—From San Francisco to the Antipodes via Honolulu.

Pacific Mail Steamship Co.—From San Francisco to Oriental ports; with increased first-class passenger accommodations on six new shipping-board vessels.

Matson Navigation Co.—From Baltimore to Honolulu and Hilo, via Havana, the Panama Canal, Los Angeles and San Francisco.

THE CALL OF JAPAN

Now more than ever Americans are interested in the Far East, because they have come to learn so much about Japan and China from the discussions at the Washington Conference. Mr. John D. Rockefeller, Jr., on returning from his Far East tour, is quoted in the press as saying: "I have come home with a tremendously deepened interest in the problems of the Orient, with the warmest feelings of friendship for both the Chinese and the Japanese people, and desirous of doing everything possible to forward international peace, good-will, and cooperation between these great nations and the peoples of the west." Mr. Rockefeller's message of peace and goodwill epitomizes the impressions of many visitors to the Far East. The fascination and instruction to be enjoyed in Oriental travel were never so appealing as to-day, when you can visit these fairy-like regions through the most modern rail and waterways, while your stop-overs are spent in the best appointed hotels. In Japan, for instance, railway travel is only fifty years old, and the government railways of Japan, we learn from their bulletins of information, date back only to 1869, a few years after the doors of the Hermit Nation, that had been jealously kept closed for more than two thousand years, were thrown wide open to admit the flow of foreign civilization. In 1872 rail traffic was opened by a line of some twenty miles running between Tokio and Yokohama, and to-day there are government lines of more than 6,500 miles, and private lines of some 2,000 miles.

The Japanese Empire with its population of 70,000,000 extends along the Eastern shores of Asia, and consists of five large islands and countless smaller ones. Japan itself is the Eastern center of world traffic. On the coast bordering the Pacific Ocean and the East China Sea, Yokohama, Kobe, and Nagasaki are the main ports of call for ocean liners to and from America, Australia and Europe; while the port of Tsuruga on the Japan Sea is connected with Vladivostok. Connections between Japan proper and Chosen (Korea) are maintained by steamers of the government railways between Shimonoseki and Fusan. At the latter port begins the Chosen line of the American equipped South Manchuria

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Railway Company, which forms an international thoroughfare in conjunction with the company's Manchurian line for China.

As the dominions of Japan extend almost to the frigid zone in the north, and to the tropical zone in the south, the climate varies according to the locality, altho there are sections, much frequented by travelers, where the temperature is not subject to extreme changes. Generally speaking, from the middle of March to May in the spring, and from the middle of September to November in the autumn, are the pleasantest months for traveling. But Japanese writers point out that each and every season of the year has its characteristic charms.

ROUTES TO THE ORIENT

Excellent steamship service between the United States, Japan and other Oriental countries is provided in two main routes, the first beginning at Seattle and the second at San Francisco. Following is a brief directory of transpacific lines operated from these ports.

Over the short "Great Circle" steamship lane between Puget Sound and Yokohama are being operated, under the American flag, fast new American-built passenger steamships of the Admiral Line (Pacific Steamship Company). The passage from Seattle to Yokohama is made in eleven steaming days. After leaving Yokohama the ships continue to Kobe, Shanghai, Hong Kong and Manila.

Also over the North Pacific Route steam the "Empress" fleet of the Canadian Pacific Steamships Limited from Vancouver to Yokohama, thence to Kobe, Nagasaki, Shanghai, Manila and Hong Kong.

A third Northern route is from Seattle to Yokohama and other important Oriental ports, provided by the Nippon Yusen Kaisha (Japan Mail Steamship Company).

Over the central route, sailing from San Francisco via Honolulu thence to Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong steam under the American flag vessels of the China Mail Steamship Company, Ltd. and the Pacific Mail Steamship Co., via Honolulu, Yokohama, Kobe, Shanghai and Manila to Hong Kong.

From San Francisco to Hong Kong are also operated steamships of the Toyo Kisen Kaisha (Oriental Steamship Company), via Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, Dairen and Manila.

TRANSATLANTIC SAILINGS

There is a noticeable rise in the tide of European winter travel. The winter of 1921 was the first tourist season for Egypt and the Mediterranean since the beginning of the war. The winter of 1922 promises to exceed it in volume of travel. Numerous winter cruises are planned to include Spain, Gibraltar, Algiers, The Holy Land, Athens, Italy and the Riviera. Below is a brief directory of the leading transatlantic lines, with sailings from New York.

International Mercantile Marine (White Star Line, American Line, Red Star Line) New York to Cherbourg, Southampton and Mediterranean ports.

Compagnie Generale Trans-Atlantique (French Line) New York for Bordeaux and Havre.

Cunard-Anchor Line for Cherbourg, Southampton, Liverpool, Londonderry and Glasgow; also Mediterranean ports.

United States Mail Steamship Company, New York for Bremen, Danzig and Queenstown.

Holland-American Line, New York for Plymouth, Boulougne-sur-Mer, Rotterdam.

Royal Mail Steam Packet, New York to Cherbourg, Southampton and Hamburg.

Norwegian-American Line, New York to Christiania.

Scandinavian-American Line, New York to Christiania and Copenhagen.

Swedish-American Line, New York to Gothenburg.

Navigazione Generale Italiana, New York to Naples and Genoa.

Makes Things

3-in-One is the exactly right lubricant for every light mechanism about the house, farm, office, factory. Puts "whiz" in the bearings; eliminates friction and wear.

3-in-One not only lubricates perfectly, but works out old caked grease and dirt; prevents rust in the bearings; kills squeaks. Everything oiled with

3-in-One

The High Quality Oil

stays young longer and works better all its life.

Try on sewing machines, washing machines, cream separators, vacuum cleaners, victrolas, locks, clocks, firearms, all tools, go-carts, bicycles, roller skates, everything that needs oiling.

Oil Ford commutators with 3-in-One to make starting easy. Prevent magneto trouble by oiling regularly with 3-in-One.

Auto spring squeaks are stopped and breakage prevented by squirting 3-in-One along the edges and ends of the leaves.

At all stores in 1-oz., 3-oz. and 8-oz. bottles and in 3-oz. Handy Oil Cans.

FREE

Sample and Dictionary of Uses. Just write us on a postal for both.

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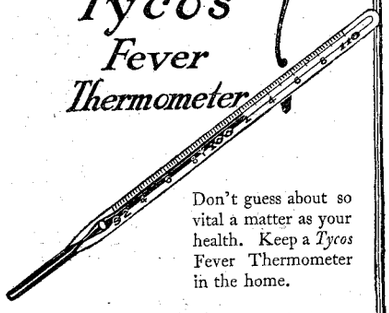

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One of many Thermometers—bath, candy, wall, oven, etc. — made for home use by world's largest makers of temperature instruments. At representative dealers. *Health Booklet Free*

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if you need big capital quickly for any legitimate business
Learn how one company sold

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Another company admit they raised **two hundred thousand dollars** by my easily operated plan. Let me send proof from many satisfied customers that may lead you to quick success. Write for free particulars of this winning plan.

Money is always available for the financing of meritorious business enterprises.

Getting It is a business unto itself and requires the services of an expert.

My Plan gives that service—efficiently and economically.

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The Difference Between 4% and 8% Meant Everything to These People

They were not rich, and they had a talented son whom they wanted to send to college. The fact that they were only getting 4% on what they were able to put by in the savings bank threatened to defeat their ambition. But they came across an investment plan whereby their interest could be doubled and their son educated. If you would like to see your income increased from 4% to 8%, write today for the free investment story from real life, "Every Man His Own Savings Bank."

Miller Mortgage Bonds
$100 Bonds; $500 Bonds; $1,000 Bonds
Interest paid twice yearly
Yield 8%
Partial payment accounts invited

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INVESTMENTS AND FINANCE

WHY BUILDING BOOMS WHILE BUSINESS LAGS

THERE is a long cherished tradition to the effect that building is one of the last of the industries to recover from an economic slump. But this, says *Bradstreet's*, has now "been exploded and relegated to the place where so many other economic theories, which passed current before the Great War, have gone." The returns from 157 cities show the total value for building permits for October to be $167,386,660, as against $149,506,906 in September and only $92,175,533 in October a year ago. Thus there is a gain of 11.9 per cent. over the previous month and of 81.6 per cent. over October a year ago. The October figures, we are told, exceed those for August, 1921, and August, 1919, and are second only to the aggregate of April, 1920, "when the building boom reached its crest." And, if the lower values of material and wages as compared with April, 1920, are taken into account, "the October volume of building will be found to have exceeded even that hitherto peak month and the curious situation is presented of a great boom in building construction at a time when nearly all other lines of industry are either deprest or painfully recovering from the depths of past depression." *Bradstreet's* explains this condition of affairs by the fact that "much absolutely necessary building was postponed owing to preoccupation in the war or to high prices and high wages following that struggle, and this is apparently now being pushed to completion, to the confounding of the theories and the theorists." Other authorities report a continuance of the building boom, and the *Federal Reserve Bulletin* says "the activity of building has been particularly noteworthy because of its continuance beyond the time when a seasonal reaction would ordinarily occur."

FRANCE'S NEW FINANCIAL POLICY

FRANCE'S position as a debtor to her allies and to the United States, and as a preferred creditor of Germany, make her financial policy a matter of world-wide interest. The Briand Government's new program, which has just been endorsed by the Chamber of Deputies, includes, according to a recent Associated press dispatch from Paris:

> Strict execution of her engagements by Germany and conservation by France in her dealings with the Allies of all guaranties of payment. No new taxes to be levied till the maximum revenue has been obtained from those in existence. Avoidance of any increase in fiduciary issue. Limitation of public expenditure to strict necessity and organic reforms with a view to economy. Progressive reduction of the number of functionaries to that of 1914. Encouragement of the economic development of France and the colonies in a free spirit and transformation of State monopolies as rapidly as possible where to the general interest.

TREMENDOUS BUSINESS DONE BY GREAT DEPARTMENT STORES

WITHIN the last fifty years the great department stores of New York, Chicago, Philadelphia, London and Paris have come into existence and have built up businesses comparing favorably with those done by important manufacturing and transportation companies. The largest retail store in the world is that of Marshall Field of Chicago, which does a business of from $65,000,000 to $73,000,000 annually in normal times. Other equally famous department stores do a business only slightly less.

The Wall Street Journal, which has been collecting these figures, notes that there are aggregations of stores or chain stores under a single management that do a bigger business than the department stores, "notably Woolworth with 1,111 stores and $140,000,000 of gross business; the United Cigars, 1,400 stores with aggregate business of $75,000,000; and Kresge with 194 stores and a gross business of between $50,000,000 and $60,000,000."

Probably the biggest retail business in dollars and cents that has ever been done, we are told, is "that of the mail order house of Sears Roebuck & Company, which for the first three months of 1920 did a business of $90,000,000 gross or over $1,000,000 a day."

The astonishing thing about the department store business is said to be not size but the large expense in service:

> Formerly department stores did business with expense of 10% and 12% for rent, salaries, delivery, management and all overhead. To-day the public is served by the big department stores at an expense exceeding 30% of the gross sales.

The 1920 figures for the business done by the department stores of the world do not set a record, being estimated as a whole at something like 5 per cent. below the normal pre-war or 1913 basis. *The Wall Street Journal* goes on to present the 1920 figures for business done by the leading establishments, as gathered from reliable trade sources:

Selfridge & Co.	London	$30,000,000
Bon Marche	Paris	40,000,000
Marshall Field	Chicago	65,000,000
Carson, Pirie & Scott	"	50,000,000
R. H. Macy & Co.	New York	25,000,000
Franklin Simon Co.	"	21,000,000
Lord & Taylor	"	20,000,000
Gimbel Bros.	"	20,000,000
Altman & Co.	"	18,000,000
John Wanamaker	"	28,000,000
John Wanamaker	Philadelphia	27,000,000
N. Snellenburg & Co.	"	40,000,000
Lit Bros.	"	33,000,000

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GAY colored lights—glittering tinsel—the laughter of children—the Tree—Home—*and off there in the Volga country people are starving to death.*

Holly and mistletoe—bulging stockings by the fire in the living-room—red and white candy canes—little packages tied with red and green ribbons—Mother—*and off there in the Volga country the nurses are separating the babies who are going to die today from the ones who won't die until tomorrow.*

Dad carving the turkey and spilling gravy on the tablecloth—the family laughing at Baby as she sucks the drumstick bone—teasing Mother because she didn't put enough sugar in the cranberry sauce—*and off there in the Volga country they're eating bread made of dried grass and ground-up horses' hoofs.*

While our lights are gay and our homes are filled with Christmas cheer—

Death plays Santa Claus.

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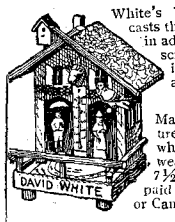

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CURRENT EVENTS

FOREIGN

November 30.—The strength of France's Army is given as 818,000 as of October 1, in the report of the Army Commission to the Chamber of Deputies, in connection with the Government's proposed law calling the class of 1922 to the colors in two contingents.

December 1.—Viennese workmen indulge in food riots and break into cafés, hotels and stores, causing damage estimated at many billions of crowns.

Wild tribesmen raid the American Lutheran Mission at Syjulak, Persia, and attack and injure three American nurses.

December 2.—The British Government proposes to the French Government a conference on the Franco-Turkish treaty, which France made without consulting Great Britain.

The Allied Reparations Commission notifies the German Government of its unanimous decision to insist on the January and February instalments of the indemnity, aggregating 775,000,000 gold marks.

December 4.—The Sinn Fein rejects the latest British peace offer, and the Ulster government announces its intention to end the parleys on Tuesday unless something definite develops before then.

December 6.—Under the name of the Irish Free State, the status of a Dominion within the British Empire is given to Ireland by an agreement reached between the British Cabinet and representatives of the Sinn Fein, the terms providing a form of allegiance to the British crown. Ulster may decide within a month whether to join the new Irish government or remain as it is.

Lloyd George is said to have abandoned his intention to attend the Washington Conference because of the early meeting of Parliament to act on the Irish settlement.

The Conservative government under Premier Meighen is overwhelmingly defeated by the Liberals in Canada's general election.

One hundred persons are said to have lost their lives as the result of an explosion of an oil tank in the dynamite works at Saarlouis, Rhenish Prussia.

DOMESTIC

November 30.—Secretary Hughes, and Arthur J. Balfour, the head of the British delegation to the Armament Conference, tender their good offices in the negotiations between China and Japan for settlement of the Shantung question.

Economies in operation and increased efficiency and recognition of the non-union workmen on all American railroads are required in the revised working rules governing railroad shop employees issued by the United States Railroad Labor Board.

Eleven high-school students and the driver of an automobile bus in which they were riding are killed by a train at a railroad crossing in Red Bluff, California.

December 1.—The Federal Reserve Board decides to send an adviser to the forthcoming conference of foreign bankers called by the Reparations Commission to discuss exchange stabilization.

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The number of the nation's unemployed has decreased by more than a million during recent weeks, according to an estimate of the National Conference on Unemployment.

The Philippine legislature requests of President Harding that the Filipinos be consulted on any questions coming up in the Washington Conference which involve their interest.

The Emergency Fleet Corporation plans to sell everything it owns "as fast as it can and at what prices it can get," announces President Joseph W. Powell.

December 3.—Great Britain, France and Japan agree at the Washington Conference to surrender important leaseholds in Chinese territory, tho Japan insists that she has no present intention to relinquish her rights in Manchuria.

December 4.—Great Britain and Japan, it is announced, will insist that the naval armament limitation agreement be put in the form of a treaty and ratified by the Senate.

A special deputation from the Far Eastern Republic of Chita arrives in Washington to lay before the Conference the plea of that government for withdrawal of Japanese troops from Siberia and to secure recognition of the Chita administration.

Textile union officials meeting in New York announce that they are preparing the organization of a united textile labor union in opposition to the American Federation of Labor.

December 5.—Nineteen persons are killed and more than a score are injured in a head-on collision between passenger trains near Woodmont, Pennsylvania. Some of the passengers are burned to death when the wooden coaches catch fire.

The first budget of government expenditures, transmitted to Congress by President Harding at the opening of the regular session, calls for estimated expenses in the fiscal year ending June 30, 1923, of $3,505,754,727, half a billion less than for 1922, and more than $2,000,000,000 less than the actual cost of government for 1921.

Japan agrees at the Washington Conference to return to China administrative control of Shantung, but demands that the railway from Tsing Tao to Tsinan be placed under a joint Japanese-Chinese administration.

December 6.—In his message to Congress, President Harding advocates legislation for judicial settlement of troubles between capital and labor, renewed tax revision, repeal of the provisions of the Jones Shipping Act that would abrogate commercial treaties, alteration of the Fordney tariff bill to give the executive power to fix duties to meet problems as they arise, and an amendment to the Constitution releasing non-taxable bonds for taxation without disadvantages resulting to the States.

Three advisers to the Chinese delegation at the Washington Conference resign because of their belief that China will "get nothing" from the Conference.

Calming His Fears.—One of the fifth ivision (speeding homeward on the Limited")—"What if this bridge should reak and the train be dashed into the ver?"

CONDUCTOR—"Don't worry lad, the ilroad company has a lot more trains."—*he Arklight.*

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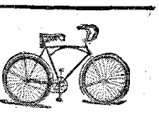

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THE ▲ SPICE ▲ OF ▲ LIFE

Sad Example.—Crookedness never pays in the long run. Look at the corkscrew.—*Burlington News.*

Old Friends.—A Chinese play 600 years old was recently performed in English. Several score present-day music-hall gags were recognized.—*New York Star.*

When They Laugh.—Frenchmen have a strong sense of what is funny. We English-speaking peoples find it out when we try to talk to them in French.—*St. Louis Globe-Democrat.*

Fair Warning.—If your leg is loose get it tightened before the table tips and breaks your dishes. All work guaranteed.—*Furniture Repairer's ad. in the Bremerton Evening Searchlight.*

How to Save Your Family.—Fire destroyed another beautiful Salina home. Happened while husband was away caused from soot in the chimney. Why take the chance, think of your wife and babies at home. Have them inspected, repaired and cleaned.—*From an ad. in the Salina Union.*

Heredity Again.—"Late for reveille again, I see, O'Malley," snorted the irate captain. "How do you account for this persistent tardiness?"

"'Tis inherited, sir," answered Pvt. O'Malley. "Me father was the late Michael O'Malley."—*The American Legion Weekly.*

It Looked Bad.—"Why you call my boy a poor nut?" queried an indignant mother, who confronted the dietitian of a New Jersey charities association the other morning at her office door. And the latter has not yet found a way of convincing Mrs. Caruso that "poor nut" on the face of Angelo's card stands for poor nutrition.—*Survey.*

The Easier Job.—"What are you going to be when you grow up, Jennie?"

"I'm going to be an old maid."

"An old maid, dear. Why?"

"'Cause I don't think I'd like to kiss a man a hundred times and tell him he's handsome every time I do shopping. I'd rather earn money and buy things for myself."—*Baptist Boys and Girls.*

Husbanding Her Resources.—He was cycling through a quaint, old-fashioned village, when he was thrilled by the sound of a woman's cry for help, followed by the muffled tones of a man's voice. He quickened his pace, to find a woman holding on to the handle of a cottage door, while from within it was evident that somebody was endeavoring to force it open.

"Give me a hand, mister," she cried. "I daren't let him come out!"

The cyclist dismounted, and by adding his strength to that of the woman the door was kept closed.

"Your husband I suppose?" he said.

"Yes," was the breathless reply. "He's got one of his crazy fits on to-day."

"Well, I should think you would be pleased to let him out."

"Not till this policeman's passed," panted the woman. "You see, Bill's very nasty with policemen when he's like this, and this one's too valuable to lose. I do his washing."—*Tit-Bits* (*London.*)

The Only Explanation.—"One never hears a breath of scandal about her."

"Why? Hasn't she any friends?"—*London Mail.*

Our Text-Book Age.—"If I only knew what to do with baby!"

"Didn't you get a book of instructions with it, mother?"—*Kasper* (*Stockholm*).

Health Resorts.—He—"I spent a lot of money at Kelley pool this winter."

She—"Did you like it as well as Hot Springs?"—*Purple Cow* (Williams).

Where Ignorance Is Safety.—A Virginia man never saw an automobile until last Friday, his 98th birthday. That's one reason he's 98!—*Schenectady Gazette.*

His Grasping Disposition.—"Why did they put Bob out of the game?"

"For holding."

"Oh, isn't that just like Bob!"—*Virginia Reel.*

First Things To-day.—The first thing some people want when they get a little money is a car; then the first thing they want when they get a car is a little money.—*American Lumberman.*

Poultry First.—As I need more room for the Poultry Business I have moved my barber shop to the rear room, but am still doing business in the barber line.—*From an ad. in the Jamestown, N. Dak., Alert.*

Postponing the Day.—The convert who recently got up at a prayer meeting and thanked the Lord that he had three wives in heaven was (so it is rumored) subsequently observed paying sixpence at a bookstall for a copy of "How to Prolong Life."—*Eve.*

His Prize Lamp.—Father (reading a letter from his son at college to mother)—"Myopia says he's got a beautiful lamp from boxing."

Mother—"I just knew he'd win something in his athletics."—*Orange Owl* (Oregon Agri).

Restaurant American.

"Scrambled eggs," ordered a customer in a city market restaurant. "Milk toast," murmured his companion, who was not feeling well.

"Scramble two and a grave yard stew," sang out the waitress with the Titian hair.

"Here," corrected the second man, "I want milk toast."

"You'll get it Buddy," replied the girl. "That's what they call milk toast down in Pittsburgh, where I worked."

The two customers held a conference and decided to "put one over" on the "fresh young thing" from Pittsburgh. The first one wanted a glass of milk and the second a cup of black coffee.

When the girl appeared to put a "set up" of the restaurant artillery in front of the men the second man gave the following order:

"A bottle of lacteal fluid for my friend and a scuttle of Java with no sea foam for me."

"Chalk one an' a dipper of ink," shouted the girl. She didn't even grin.—*The Arklight.*

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"D. K.," Bournemouth, Dorset, England.—The name of the county of *Hampshire*, England, is derived from the Anglo-Saxon *Hamtun-scir*, from *Hamtun*. In the Anglo-Saxon Chronicle for A. D. 837 *Southampton* is the name given to *Hampshire*. *Hampton* is from Old English *ham* home, and *tun*, estate or farmstead on rich, riparian pasture land; by extention, town.

"H. H.," Colorado Springs, Colo.—"Will you please express your opinion in regard to the use of the words *begin* and *commence*? Modern writers seem fond of using the long and cumbersome French *commence* in preference to the short and virile Anglo-Saxon *begin*. Writers also seem to prefer the noun *commencement* instead of the verb form.

Commence is frequently substituted for *begin* when used with "work" where the change should not be made. *Begin* is applied to order of time; *commence* relates to the work on hand with reference to its subsequent completion. The man who strikes the first blow *begins* a fight, but both parties to a law suit *commence* litigation at the moment when they severally undertake the first step.—Vizetelly, "Desk-Book of Errors in English."

The Latin *commencement* is more formal than the Saxon *beginning*, as the verb *commence*, is more formal than *begin*. *Commencement* is for the most part restricted to some form of action, while *beginning* has no restriction, but may be applied to action, state, material, extent, enumeration, or to whatever else may be conceived of as having first a part, point, degree, etc. The letter A is at the *beginning* (not the *commencement*) of every alphabet. If we were to speak of the *commencement* of the Pacific Railroad, we should be understood to refer to the enterprise and its initiatory act; if we were to refer to the roadway we should say "Here is the *beginning* of the Pacific Railroad." In the great majority of cases *begin* and *beginning* are preferable to *commence* and *commencement* as the simple, idiomatic English words are always accurate and expressive. "In the *beginning* was the word," *John* i, 1.—James C. Fernald, *English Synonyms, Antonyms and Prepositions.*

"F. A. A., "New Hampton, N. H.—The word *peripety* is a variant form of *peripetia*, which means: "That part of a drama in which the plot is brought to a conclusion; the dénouement: applied, by extension, to life."

"K. W. MacK," St Paul, Minn.—"What is the correct pronounciation of the word *erudite*?"

There are two pronunciations, the first is *er'u-dait—e* as in *get*, *u* as in *full*, *ai* as in *aisle*; or *er'yu-dait—e* as in *get*, *yu* pronounced like *you*, *ai* as in *aisle*.

"E. T.," Danville, Ky.—"How is a check payable to a woman customarily written, as, 'Susan N. Smith' or 'Mrs. John Smith'; 'Kate Brown or 'Miss Kate Brown?"

In drawing a check to the order of a married woman, it may be drawn either to "(Mrs.) John Smith" or to "Susan N. Smith"; the latter is the better form unless it is desired to show that she is the wife of "John Smith." In the case of an unmarried woman, the usual form is to make the check payable to "Kate Brown." The essential thing to do is, however, to indorse the check *exactly* as it is drawn on the face.

"O. B.," Ann Arbor, Mich.—"Do you consider that the Anglicized pronunciation of foreign names is ever allowable? I often hear such names as *Ascencion* and *Chile* so pronounced, and have considered it as a mark of uncultivated speech. To one who speaks Spanish, the twisting of South American names out of their own beautiful sound is distressing to listen to."

It is the duty of a lexicographer to place on the best usage on record. The rule generally followed is to give the pronunciation of educated persons. The names of many foreign countries and cities have become so thoroughly Anglicized that to give them in the pronunciations used by their citizens might lay one open to a charge of affectation. Who, for instance, in America, would use *Paree* for *Paris*, or *Me'hi-ko* for *Meks'i-ko*?

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